

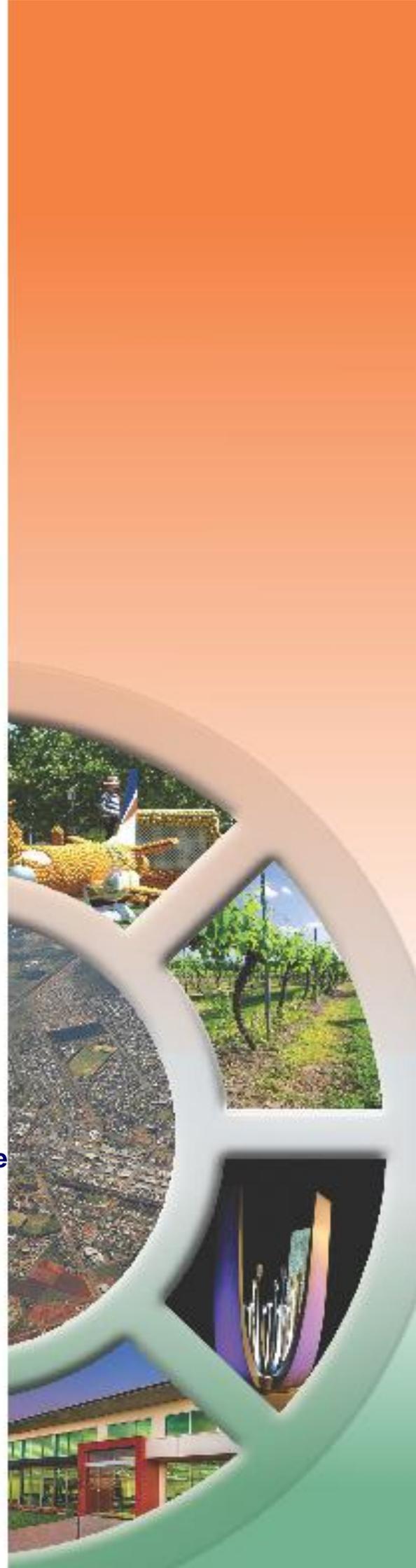


Ordinary Meeting

Tuesday, 26 August 2025

ATTACHMENTS UNDER SEPARATE COVER

- CL01 Co-Living Development Comprising Twenty-one (21) Accommodation Units, Including the Demolition of Existing Development**
- CL02 Adoption of Plan of Management - Lake Wyangan Crown Reserves 159017 & 1002998**



ATTACHMENTS UNDER SEPARATE COVER

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DA 27/2025 (1):CP:am

26 August 2025

Dear Sir/Madam

Development Application No. 27/2025 (1) Lot 19 Section 51 DP 758476 No. 6 Wyangan Avenue GRIFFITH

Please find **enclosed** a copy of Council's Notice of Determination relating to the abovementioned development on the subject land.

As the landowner of the subject land, you should be aware that this Development Application has been refused for the reasons specified on the Notice of Determination.

For further information regarding this matter please contact Council's Director Sustainable Development, Joe Rizzo, 1300 176 077, admin@griffith.nsw.gov.au.

Yours sincerely

JOE RIZZO
DIRECTOR SUSTAINABLE DEVELOPMENT

Enc

Attachment A – Draft Refusal to Grant Consent

DA 27/2025: (1)CP:AM

NOTICE OF DETERMINATION OF A DEVELOPMENT APPLICATION

(Section 4.16(1)(b) Environmental Planning & Assessment Act, 1979)

Development Application No.:	27/2025 (1)
Applicant(s):	Mr M Secivanovic Level 21 133 Castlereagh Street SYDNEY NSW 2000
Description of Development:	Demolition of existing structures & Construct Co-Living housing for twenty-one (21) rooms and nine (9) car parking spaces
Property Description:	Lot 19 Section 51 DP 758476 6 Wyangan Avenue GRIFFITH
Date of determination:	DATE
Development application has been:	refused

The reason(s) for refusal are set out as follows:

- i. That the application is deemed unsatisfactory with regard to the provisions of Section 4.15(d) & (e) of the Environmental Planning & Assessment Act, 1979, in that it is not considered to be in the public interest as this development cannot be provided with a safe access point, and presents unacceptable safety risks for occupants, visitors and local road users. The site is not considered suitable for the development proposed.
- ii. That the application is deemed unsatisfactory as it is not considered to be within the public interest. The health and safety of the public is likely to be adversely affected by the proposal due to the unacceptable risk of traffic incidents caused by the proposed access configuration and the volume of traffic accessing the development.

If you are dissatisfied with this decision, Section 8.7 of the Environmental Planning and Assessment Act 1979 provides you the right to appeal to the Land and Environment Court of New South Wales within six (6) months from the date of this notice.

Alternatively, Section 8.3 of the Environmental Planning and Assessment Act 1979 provides for the applicant to request that Council review the determination. The request must be made in writing together with payment of the appropriate fee to Council within six (6) months of this notice.

For further information regarding this matter please contact Council's Planning & Environment Manager Carel Potgieter, 1300 176 077, admin@griffith.nsw.gov.au.

JOE RIZZO
DIRECTOR SUSTAINABLE DEVELOPMENT

Enc



Ordinary Meeting

BUSINESS PAPER

Tuesday, 10 June 2025 at 7:00 PM

Griffith City Council Chambers
Phone: 1300 176 077
Web: www.griffith.nsw.gov.au Email: admin@griffith.nsw.gov.au



Griffith City Council

DA REPORT

CLAUSE	CL02
PROPOSAL	DA 27/2025 - CO-LIVING DEVELOPMENT COMPRISING TWENTY-TWO (22) ACCOMMODATION UNITS, INCLUDING DEMOLITION OF EXISTING DEVELOPMENT.
PROPERTY	6 Wyangan Avenue – Lot 19 Sec 51 DP 758476
LOCATION	GRIFFITH
ZONING	R1 – GENERAL RESIDENTIAL
APPLICABLE PLANNING INSTRUMENT	GRIFFITH LOCAL ENVIRONMENTAL PLAN, 2014
EXISTING DEVELOPMENT	DWELLING HOUSE
APPLICANT	Mark Secivanovic
OWNER	Mr Nathan O'Brien
DIRECTORS OF COMPANYNA (IF APPLICABLE)	
APPLICATION DATE	26 February 2025
REASON FOR REFERRAL	Submissions Objecting to the Development Application
FROM	Pat Ngwira, Senior Development Assessment Planner
TRIM REF	25/58235

SUMMARY

Proposal

- The development application was submitted in February for twenty-two (22) Co-Living units where nine (9) units are single rooms, thirteen (13) double units, one (1) unit is to be allocated as Manager's accommodation and two (2) of the units are designed as accessible.
- The application was notified via letters to near neighbours and in the Council Catch Up where the notification period was 7th – 21st March, 2025.
- The notification period generated 14 submissions objecting to the development application and a combined petition containing 243 signatures against the application and a further 280 electronic objectors attached to the petition.
- Assessment of the application has been undertaken and the recommendation is to recommend refusal to grant consent the proposal.

Type of Development

Local Development

Main Issues

Several Submissions have been received objecting to the development and Council's Development Engineers have highlighted several traffic related issues which has resulted in a their recommendation for refusal of this application.

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

RECOMMENDATION

- (a) **Council as the consent authority pursuant to Section 4.16 of the Environmental Planning and Assessment Act, 1979, refuse to grant development consent to Development Application 27/2025(1) for the demolition of existing buildings and the construction of a twenty-two (22) unit Co-Living development at Lot 19 Sec 51 DP 758476, No. 6 Wyangan Avenue Griffith, for the following reasons:**
- i. **That the application is deemed unsatisfactory with regard to the provisions of Section 4.15(1)(d) & (e) of the Environmental Planning & Assessment Act, 1979, in that it is not considered to be in the public interest as this development cannot be provided with a safe access point, and presents unacceptable safety risks for occupants, visitors and local road users. The site is not considered suitable for the development proposed.**
 - ii. **That the application is deemed unsatisfactory as it is not considered to be within the public interest. The health and safety of the public is likely to be adversely affected by the proposal due to the unacceptable risk of traffic incidents caused by the proposed access configuration and the volume of traffic accessing the development.**
 - iii. **That the application is refused as the design of the proposed buildings on the site do not meet the offset provisions from overhead electricity infrastructure as per Essential Energy requirements. The development is not considered to be in the public interest.**
- (b) **The application be delegated to the Director Sustainable Development for the issue of the notice of refusal to grant consent.**

In accordance with the Local Government Act (section 375A - Recording of voting on planning matters) Council must record the Councillors' votes in relation to this matter.

SITE DESCRIPTION

The site is located at 6 Wyangan Avenue, Griffith NSW, legally described as Lot 19 in Section 51 in Deposited Plan (DP) 758476. The site is 1705.53 m² in area, with 24.8 m of frontage to Wyangan Avenue.

The site currently contains a single detached dwelling and two outbuildings (sheds). The site has a single driveway to Wyangan Avenue located 31 m from the intersection at Palla Street and 11m from the yield line of the slip lane from Palla Street to Wyangan Avenue. The site is void of significant vegetation.

The site falls from Wyangan Avenue to the rear (~1 m of fall) and there is no formal stormwater infrastructure located at the rear of the site. The existing dwelling directs stormwater to Wyangan Avenue. The existing dwelling is connected to Council's reticulated sewer network which runs through the rear of the site.

Councils' sewer main is located within the site along the western / rear boundary. A 3 m wide easement would be required to be provided over the existing sewer main.

The existing land uses surrounding the site include a mix of low to medium-density residential development and a service station across Wyangan Avenue. The site is located in proximity to the Griffith Base Hospital and St Vincent's Private Hospital which are approximately 200m from the site.

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

LOCATION MAP



 <p>Griffith City Council PO Box 650 18600000 Street Griffith NSW 2880 Telephone: 0820 254 000 Email: info@griffith.nsw.gov.au</p>	<p>Disclaimer: This map is intended for general information purposes only. Griffith City Council does not guarantee its accuracy, completeness or suitability for any particular purpose. Users must exercise their own skill and care in using this map and carefully evaluate the accuracy, currency, completeness and relevance of the map before relying on it. The map is not a substitute for independent professional advice and, to the extent permitted by law, Griffith City Council is not liable for any loss or damages arising out of any inaccuracy, error or omission contained in the map.</p>		<p>Projection: GDA2020 / MGA zone 55 Date: 20/05/2025 Drawn By: Kerry Rourke</p>	<p>DA 27/2025 - Co-Living Housing Development 6 Wyangan Avenue Griffith Map Scale: 1:1250 at A4</p>
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BACKGROUND

Site History

The site was the subject of a DA B120/2002 which sought consent for a childcare centre. The proposed driveway was located as per this current DA and assessments by Council and the previous applicant at the time could not identify a suitable arrangement for the safe ingress/egress of vehicles.

It was recommended in 2002 during that application assessment, that the Palla Street slip lane be removed and upgrades to the Palla/Wyangan intersection be undertaken by the developer in order to facilitate a safe access point. The Applicant withdrew the childcare centre DA in August 2003.

A previous Complying Development Certificate (527/2018) was issued in 2018 and Occupation Certificate (527/2018) in 2023 for a proposed verandah, deck and carport.

Pre-lodgement meeting was held mid November 2024 relating to the Co-Living development and the range of issues discussed included:

- Proposal within setback due to wide road reserve (4.5m).
- 20% communal spaces, all under SEPP.
- Avoid maximum impact on Floor Space Ratio.
- Lightweight construction.

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

- Landscaping plan to be submitted.
- Concept stormwater plans to be submitted with the DA.
- Traffic impact assessment – Council is concerned about slip lane; potential rear end collisions if people are turning into the driveway.
- 4000 vehicles a day just in that direction on Wyangan Ave.
- Zone of influence of sewer main is to be avoided.
- A privately owned sewer main within the property is to be constructed to service the units.

Timeline of Events Pertaining to the Development Application

- 26/02/2025 Development Application lodged.
- 27/02/2025 Application discussed at Development Assessment Unit and allocated to an external planning consultant for assessment. The application was also referred to the Building, Health and Development Engineer teams for assessment, Information Management for street numbering. The application was identified for notification and advertising and also additional information was identified as necessary for further assessment.
- 03/03/2025 An initial additional Information letter was provided to the applicant and the assessment clock stopped.
- 05/03/2025 Further additional information requested relating to engineering matters with a follow up on 13/03/2025 due to on going assessment.
- 05/03/2028 Referral issued to Essential Energy.
- 07/03/2025 Application notified to neighbours and those surrounding the site and an advertisement placed in the Council Catch Up and on Councils Facebook page indicating the application was on notification until 21 March 2025.
- 10/03/2025 Part of the requested additional information received, final additional information received 24/04/2025.
- 26/03/2025 Submissions provided to the proponent via the NSW Planning Portal and response received 24/04/2025.
- 21/05/2025 Application assessment complete and Council business paper prepared. The application at the date of the Council meeting of 10 June 2025 will have been with Council for a total of 105 days, where the clock was stopped for 59 days and the application under assessment for 46 days of that time frame.

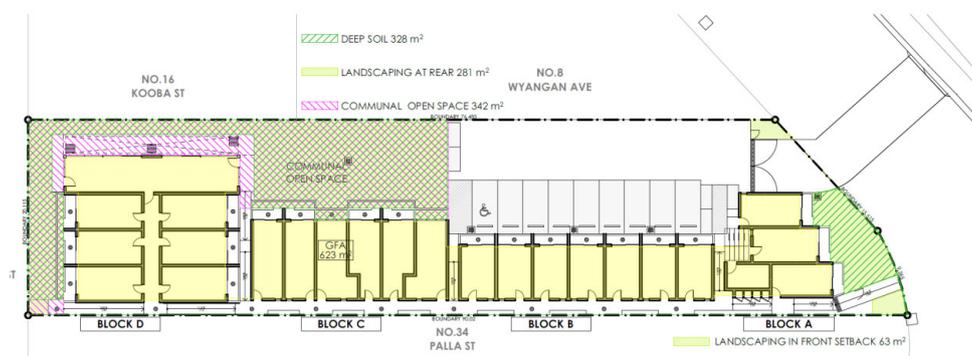
CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

PROPOSAL IN DETAIL

An application was made to Council for a single-storey co-living unit development – containing twenty-two (22) units, a mix of single and two person units, where one of those was to be provided as a manager’s residence.

The Statement of Environmental Effects (*SKM Planning - December 2024*) indicates the proposed development consists of twenty-one (21) rooms and a manager’s residence aimed at providing affordable housing options for the Griffith Community.

While the applicant advises there will be accommodation provided for 22 persons comprising of nine (9) single rooms, 12 double rooms (including two accessible rooms) and one (1) manager’s residence, the architectural plans (*pti Architecture - 17 February 2025*) show thirteen (13) double rooms (including two (2) accessible rooms) and nine (9) single rooms – therefore potentially accommodating thirty-five (35) persons when at full capacity.



The development is single storey with units fronting the streetscape of Wyangan Avenue and a communal space is provided within the property on the northern and western boundaries of the site.

ASSESSMENT UNDER THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

In determining a development application, a consent authority is to take into consideration Section 4.15 of the Environmental Planning and Assessment Act, 1979. The following matters are of relevance to the development the subject of the development application.

SECTION 4.15 (1)(a)(i) any environmental planning instrument

Griffith Local Environmental Plan 2014

The subject land – No 6 Wyangan Avenue is zoned R1 General Residential. Under the provisions of the Griffith Local Environmental Plan, 2014, the Objectives of zone are:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To facilitate development of social and community infrastructure to meet the needs of future residents.*

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

- *To allow people to carry out a reasonable range of activities from their homes, if such activities do not adversely affect the living environment of neighbours.*

The land use proposed under this application is a Co-Living development which is defined under the legislation as:

Co-living housing means a building or place that —

- a) *Has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities, and*
- b) *Provides occupants with a principal place of residence for at least 3 months, and*
- c) *Has shared facilities, such as a communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day,*

but does not include backpackers' accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

Note – *co-living housing is a type of residential accommodation.*

The proposed development accords with the land use definition as:

- The proposal is for a co-living housing development with 21 units and one (1) manager's residence, 22 units in total.
- Accommodation will be provided to occupants as a principal place of residence for periods of three months or more.
- Occupants will have some shared facilities limited to a communal room with a shared laundry.
- All the co-living rooms will be partly self-contained with private kitchen and bathroom facilities. Co-living rooms will be limited to one adult per room.

The applicant provides that *the proposal aims to provide residential accommodation, specifically affordable rental accommodation, in a self-contained, co-living development. The proposal would introduce a new housing typology within Griffith aimed at addressing the current demand for housing crisis. Accordingly, the development is considered to align with the Objectives of the Zone.*

The proposed development is permissible with consent within the R1 General Residential zone.

State Environmental Planning Policies

State Environmental Planning Policies	Assessment
<p>State Environmental Planning Policy (Transport and Infrastructure) 2021 – Section 2.48 Electricity</p>	<p>Division 5 Electricity transmission or distribution, Subdivision 2 Development likely to affect an electricity transmission or distribution network</p> <p>Electricity is currently available to the site via Essential Energy's overhead powerlines located on the northern</p>

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

State Environmental Planning Policies	Assessment
	<p>and western boundaries (see map in LEP section above). The buildings have been setback 3.65 m from both of the above mentioned boundaries. Council referred the application to Essential Energy as the overhead lines are less than 5 m from the proposed buildings.</p> <p>Essential Energy provided a Referral Response provided 6 March 2025 as follows:</p> <p><i>As the plans provided do not show the distances from Essential Energy's infrastructure and the development, there may be a safety risk. A distance of 5.0m from the nearest part of the development to Essential Energy's poles 9611911 and 9611912 (measured horizontally) is required to ensure that there is no safety risk.</i></p> <p>The application plans do not comply with the Essential Energy provisions.</p>
<p>State Environmental Planning Policy (Housing) 2021</p>	<p>The proposal seeks consent under the provision of <i>State Environmental Planning Policy (Housing) 2021</i>. The intent of the Housing SEPP is to facilitate the delivery, increase the supply and diversity of affordable rental and social housing in NSW.</p> <p>The Housing SEPP allows for the development of Co-Living buildings in residential and mixed use zones. An assessment against the provisions of the Housing SEPP is provided in Attachment D – Development Assessment Report. The proposal complies with the provisions of this State Policy.</p>
<p>State Environmental Planning Policy (Sustainable Buildings) 2022</p>	<p>Class 3 buildings do not require the preparation of BASIX certificates. As such, no BASIX certificate has been provided.</p>

SECTION 4.15 (1)(a)(iii) any development control plan

The proposal generally complies with Council's Development Control Plan Residential (see full development assessment report attached – Attachment E), however there are two (2) variations sought, and they are addressed as follows:

Control	Provision	Compliance
<p>4.7 Setbacks</p>	<p>Front setbacks must generally be 6 m, however a reduced setback of 4.5 m will be considered provided adequate justification is detailed in a Variation Request as per section 1.5. The Variation Request must consider, among other matters:</p>	<p>Variation Requested:</p> <p>The proposed 4.5 m setback is justified for the following reasons:</p> <p>The design of the development would appear as a single-storey detached dwelling from the Wyangan Avenue streetscape.</p>

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

Control	Provision	Compliance
	<p>I. Impact on streetscape.</p> <p>II. Privacy and amenity impacts caused by reduced setback on neighbours.</p> <p>III. Setbacks of other dwellings within 40m of the boundary of the lot.</p> <p>IV. IV. Height, scale and bulk of dwelling when viewed from the street.</p>	<p>Privacy and amenity impacts for the dwellings to the north and south would be upheld through fencing and landscaping. There would be a negligible difference in impact on adjacent dwellings compared to a 6 m setback.</p> <p>The reduced setback is considered justified in this instance.</p>
6.0 Boarding Houses and Co-Living		
Gross room area	<p>All co-living rooms are to have a gross floor area (excluding any area used for the purposes of private kitchen and bathroom facilities) of at least:</p> <p>i. 12 m² in the case of a co-living room intended to be used by a single lodger, or</p> <p>ii. 16 m² in any other case. but,</p> <p>iii. not exceeding 25 m²</p>	<p>Minor Variation Proposed: All rooms are between 18 m² and 27 m². A slight variation is requested for the accessible rooms, which are 27m² in area which exceeds the maximum by 2m². However, given the areas is required to deliver comfortable accessible spaces, the minor variation is considered acceptable.</p>

SECTION 4.15 (1)(b) the likely impacts of the development

Consideration	Assessment
Built Environment	The proposed multi-unit (22 unit) co-living housing development is generally consistent with objectives sought for the R1 General Residential Zone objectives and would contribute to the provision of a diverse mix of housing types and densities in the area. The proposed development is also generally consistent with the intent for the Jubilee Precinct.
Context and Setting	<p>The site is in the Jubilee Precinct of Griffith, and part of the Health Precinct Master Plan. The new Griffith Base Hospital and St. Vincent's Hospital are situated around 200 m from the site.</p> <p>The existing land uses surrounding the site consist of a mixture of low to medium-density residential and commercial premises, health services, and some offices. The Precinct is anticipated to transition from predominantly low-density residential to low-medium-density residential, providing additional accommodation to support the health services sector. The site is also close to public transport and grocery stores, which are within a 700m walking distance. As such, the proposed development is considered to be an appropriate and compatible land</p>

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

Consideration	Assessment
	<p>use within the surrounding area.</p> <p>Concerns were raised in public submissions regarding the potential negative impacts on residential character and amenity associated with 'overdevelopment' of a site that currently accommodates a single residential dwelling. However, given the site's compliance with the relevant density provisions identified in Council's DCP and the Housing SEPP, the development is considered to be a of scale that is compatible with the desired, future intent for the area.</p>
Solar access, privacy and views	The proposed one storey development would not be expected to impact on the solar access, privacy or views of other dwellings.
Compatibility	As outlined above, the proposed co-living development is considered to be generally compatible with the character, scale and land uses intended for the site and surrounding area. The development is designed to present to the street as a single dwelling and landscaping and fencing has been proposed to preserve visual and acoustic privacy for neighbours. These elements would be maintained through a Plan of Management and will be conditioned accordingly.
Access Transport and Traffic	<p>Due to the concerns in relation to the site access, a detailed assessment of the proposed road safety aspects has been undertaken with consideration of Austroads Vehicle Classification Systems, Australian Standards 2890.1, vehicle classification systems, stopping distance calculations for light vehicles, site observations and assessments of the road network in the vicinity of the proposed development site.</p> <p>The results of this assessment are presented below and identify significant road safety risk associated with the location of the site's vehicular access point.</p> <p><u>ROAD NETWORK ASSESSMENT</u></p> <p>Wyangan Avenue</p> <p>Wyangan Avenue has a bitumen sealed surface and is defined as a sub-arterial road under Council's road hierarchy with a default urban speed limit of 50km/h. The road is a gazetted B-double heavy vehicle route and is also an approved bus route. Traffic classifier counts obtained 50 metres south of Kooba Street (ie. in the vicinity of the proposed development) in November 2021 showed an Annual Average Daily Traffic (AADT) count of 5689 vehicles per day used Wyangan Avenue Street in both directions. The split in vehicle directions showed an AADT of 2654 vehicles on the travel lane (northbound) immediately fronting the proposed development site. The 85th percentile speed recorded at that site was 47.33km/h.</p> <p>Palla Street</p> <p>Palla Street has a bitumen sealed surface and is defined as a sub-arterial road under Council's road hierarchy with a default urban speed limit of 50km/h. The street is a gazetted B-double heavy vehicle route and is also an approved bus route. The through lane of Palla Street</p>

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

Consideration	Assessment
	<p>terminates at a T-intersection with Wyangan Avenue however a left turn slip lane exists that similarly terminates at a T-intersection with Wyangan Avenue – therefore through traffic enter into the travel lane of Wyangan Avenue rather than a dedicated auxiliary lane.</p> <p>Traffic classifier counts obtained 100 metres south of Wyangan Avenue intersection in November 2021 showed an Annual Average Daily Traffic (AADT) count of 4078 vehicles per day used Palla Street in both directions. More recently (April 2025) traffic classifier data obtained in the Palla Street slip lane (one direction only) approximately 8 metres south/west of the Wyangan Avenue intersection showed an AADT of 1829 vehicles per day. The 85th percentile speed recorded at that site was 31.12km/h.</p> <p><u>STOPPING DISTANCES</u></p> <p>Light Vehicle Stopping Distance</p> <p>When taking into account the 85th percentile speed (31.12km/h) of vehicles travelling within the Palla Street slip lane, stopping distances for light vehicles was applied to and compared with available distances on the road network. When allowing for reaction time and a dry surface, the stopping distance for a light vehicle travelling at 30km/h is 19 metres (Source: Transport for New South Wales.)</p> <p>The distance between the accessway of the proposed development and the centre of the slip lane at the give-way hold line of Wyangan Avenue is approximately 16.1 metres therefore within the 19 metre stopping distance and in an area of potential conflict. When adding the length of a B99 vehicle (5.2 metres in length) slowing to turn left from the travel lane of Wyangan Avenue into the development site, the distance from the rear of that vehicles to the centre of the slip lane at the give-way hold line on Wyangan Avenue is reduced to 10.9 metres - therefore encroaches well into the 19 metre safe stopping distance associated with a vehicle travelling through the slip lane and across the give-way hold line at 31.12km/h.</p> <p>It should be further noted that should a B85 vehicle (4.91 metres in length) commence to turn left into the development site from the shoulder of Wyangan Avenue (<i>see figure 3 below</i>) the rear of the vehicle is not clear of the through travel lane of Wyangan Avenue until the vehicle is approximately 10 metres from the centre of the Palla Street slip lane give-way line – therefore this proposed line of travel is still within the 19 metre stopping distance conflict area.</p> <p>During observations of the site conducted by council staff, it was determined drivers turning left into Wyangan Avenue from the Palla Street slip lane did so at a speed where it was deemed there would be insufficient stopping distance should a vehicle be turning in or out of the development site. It was further observed that most drivers executing this left turn did so while looking to their right while exiting a non-priority road.</p> <p>While Council concedes there is an existing accessway at the site, this services a single dwelling only. As part of the new development, it is</p>

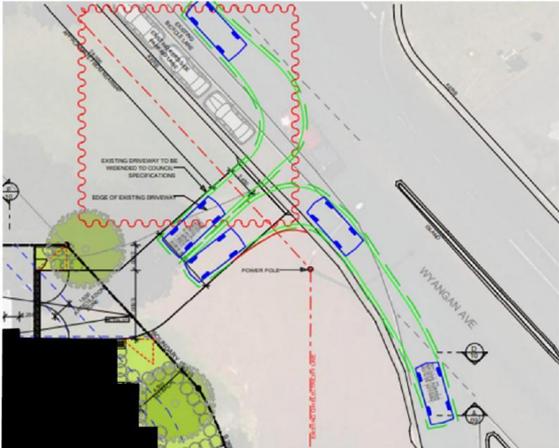
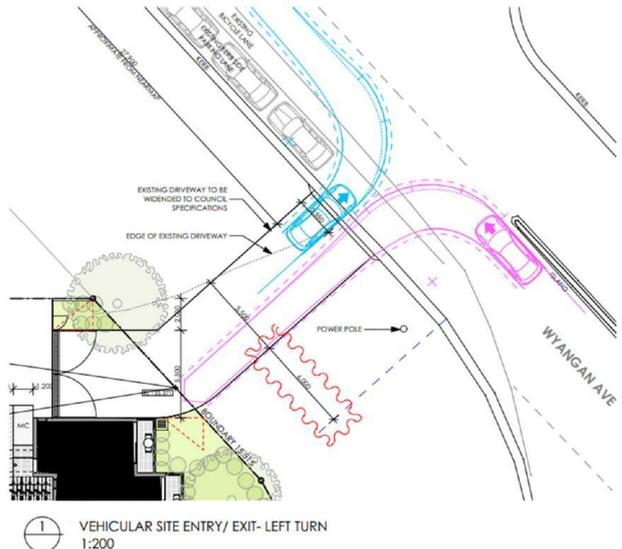
CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

Consideration	Assessment
	<p>proposed to increase the occupancy of the site to 22 boarding rooms.</p> <p>In furtherance, when assessing community objections, two (2) objectors living in proximity to the development site indicated that <i>'the occupant of 6 Wyangan Avenue would drive over my nature strip to use my driveway as an easier option.'</i> And another objector wrote that alternative adjacent driveways were used in lieu of the driveway servicing the subject site <i>'owing to its proximity to the dangerous intersection.'</i></p> <p>Notwithstanding the above, there is also an absence in all traffic reports submitted by the applicant's consultants (Varga Traffic Planning & The Transport Planning Partnership) of a reference to both Palla Street and Wyangan Avenue being an approved 26.5 metre B-double heavy vehicle route and the impacts the development may have on the efficiency of that route, and, the identification of any road user safety issues that could potentially be caused by heavy vehicles using those roads given the proximity of the accessway of the site to the Palla Street slip lane and Wyangan Avenue intersection.</p> <p><u>PROPOSED ACCESSWAY AT DEVELOPMENT SITE</u></p> <p>Council has raised concerns with the applicant and their respective traffic consultants regarding a number of traffic safety related issues specifically with respect to potential vehicle conflict associated with the accessway and its location in close proximity to the Palla Street slip lane and Wyangan Avenue intersection.</p> <p>During a pre-lodgement meeting on 15 November 2024, it was indicated that vehicles turning right into the development site would increase the risk of rear end collisions due to drivers using the Palla Street slip lane looking to the right/east along Wyangan Avenue while continuing through that lane onto Wyangan Avenue where vehicles accessing the development site would be in a potential conflict point.</p> <p>Any development related vehicle that slowed or was stopped on Wyangan Avenue to turn left into the accessway would be within an impact zone and therefore the safety of road users would be compromised. In response to Council's concerns, the applicant's Traffic Report (Varga report) sought to address and justify the location of the accessway and the additional traffic the development will generate would not pose and adverse risk. The report further advised that <i>'it is the responsibility of the following driver to keep clear of the vehicle in front at all times.'</i></p> <p>While keeping a clear distance between vehicles is an obligation under the Road Rules 2014, it does not always happen and the continued occurrence of rear end crashes on the road network is testimony to driver inattention. To a lesser degree, it was also raised that drivers egressing from the site could put themselves in a position where 't-bone' crashes may occur.</p> <p>Although Council staff provided opportunities to Varga Traffic Planning to address the deficiencies of the development in relation to traffic; Council staff are not satisfied that the safe ingress/egress of vehicles</p>

CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

Consideration	Assessment
	<p>associated with the development, and the mitigation of potential conflict between those vehicles and the general traffic on Wyangan Avenue and Palla Street has been satisfactorily addressed – specifically the potential for conflict between vehicles associated with the development and vehicles using the Palla Street slip lane. To further justify the perceived appropriateness of the accessway and to provide evidence the increase in traffic generation produced by the development, council sent correspondence to Varga Traffic Planning (3 March 2025) seeking turning path diagrams to show vehicles turning left from the Palla Street slip lane into the northern travel lane of Wyangan Avenue before turning left again into the accessway of the subject development site could do so without conflict and without posing a safety risk.</p> <p>Revised plans were submitted by Varga Traffic Planning which showed the vehicles entering from within the entirety of the travel lane of Wyangan Avenue before turning left into the subject site’s accessway. This was contrary to the previous information provided in the Varga report dated 7 February 2025 where it was stated ‘a vehicle entering the subject site will approach the proposed driveway from the line marked road shoulder in Wyangan Avenue, clear of the main traffic lane.’</p> <p>This turning movement and subsequent access to the site was deemed unacceptable by council due to the potential for vehicle conflict still existing.</p> <p>Subsequently, on 13 March 2025, additional information was sought from Varga Traffic Planning to:</p> <ul style="list-style-type: none"> • provide amended designs removing the Palla Street slip lane and reconfiguring the intersection of Palla Street and Wyangan Avenue into a t-intersection • provide an analysis of traffic generation volumes by vehicle type, and existing peak traffic volumes of both roads. • provide evidence the accessway to the proposed development site will achieve safe sight distance requirements along the existing alignment of Palla Street as per Australian Standards 2890.1 <p>Should the above have been demonstrated to accommodate all vehicle types (standard passenger vehicles and heavy vehicles up to and including B-Doubles), the development would have been recommended for approval from an engineering/traffic perspective.</p> <p>However in response, Varga Traffic Planning (26 March 2025) advised Council it was their position that any upgrades to the Palla Street/Wyangan Avenue intersection, and the provision of the traffic counts on Palla Street and Wyangan Avenue would be too onerous and excessive for the predicted traffic volumes generated by the development, therefore those two issues were not addressed.</p> <p>However, amended plans were submitted in that response that maintained access to the site from the Wyangan Avenue shoulder was possible with the addition of a splay to widen the accessway. Diagrams were provided that show the turning path of a B85 (not B99) vehicle attempting to turn right into the development site from the shoulder of</p>

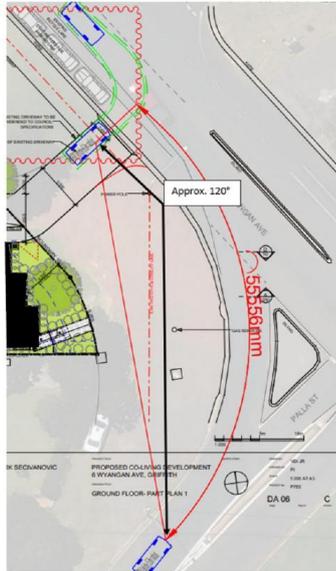
CL02 DA 27/2025 - Co-Living Development Comprising Twenty-two (22) Accommodation Units, including demolition of existing development.

Consideration	Assessment
	<p>Wyangan Avenue (see figure 3 below.)</p>  <p>Figure 3: Turning path of B85 vehicle from shoulder of Wyangan Avenue (Source: Varga Traffic)</p> <p>On assessment of the additional submissions, council deemed this concept to be unsatisfactory as the absence of physical delineation to direct a driver to take that line. The use of the Wyangan Avenue shoulder would solely rely on driver compliance when turning left in that manner. In addition, the latest plans (pti Architects – April 2025) continue to show swept path diagrams of vehicles entering the proposed development site from the travel lane of Wyangan Avenue rather than attempting that manoeuvre from the shoulder of that road (see figure 4 below.)</p>  <p>Figure 4: Left turning path of vehicle from travel lane rather than shoulder. (Source: pti Architecture)</p> <p>The Varga Traffic Planning report also included details that sought to</p>

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Consideration	Assessment
	<p>address safe sight distances as per AS 2890.1. Diagrams submitted in that report perceived the distance a vehicle travelled in an arc manoeuvre around the slip lane of Palla Street was 55.5 metres and therefore satisfying the required minimum sight distance.</p> <p>However, this 55.5 metre distance relates to a road with a 40km/h frontage speed. Wyangan Avenue and Palla Street sustain the default urban speed of 50km/h therefore that default speed should have been used as the benchmark for safe sight distances. In furtherance, when taking into account the direct line of site (rather than around an arc) that distance is reduced to approximately 41 metres. It should be further noted the safe sight distance referenced by Varga Traffic Planning demonstrated the need for the driver of a vehicle exiting the accessway adopt an observation angle of at least 120° over their right shoulder to determine whether potential conflict was imminent. That angle is beyond a driver's normal operation of a vehicle (see figure 5 below.)</p> <p>Based on the above, there is very little justification in the respective reports that show the assessment methods that were used to draw on the conclusions in the Varga Traffic Planning reports. With the exception of Australian Standard 2890.1 (safe sight distances) there is a significant absence of information with regards to technical references, direct observations of traffic behaviour in the vicinity of the subject property or site inspections conducted at the site to support the conclusions contained within the respective reports. In contrast, assumptions have been made that drivers will enter the accessway from the left shoulder of Wyangan Avenue; and, it is the responsibility of the trailing driver to keep clear of the vehicle in front at all times; and, that the location of the accessway is at the furthest point away from the intersection of Palla Street and Wyangan Avenue to validate the appropriateness of traffic related issues.</p>

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Consideration	Assessment
	 <p data-bbox="555 958 1273 981">Figure 5: Observation angle (120 degrees) around slip lane (Source: Varga Traffic Planning (amended))</p> <p data-bbox="547 1003 817 1030">TRAFFIC GENERATION</p> <p data-bbox="547 1055 1308 1272">On the issue of traffic generation to the site, the Varga Traffic Planning and The Transport Planning Partnership relied on the <i>Transport NSW Guide to Transport Impact Assessment (2024)</i> which (in the absence of co-living style accommodation) provided vehicle trip data based on boarding house data which is not dissimilar to the definition of a co-living development. That guide indicates the development will generate approximately two (2) additional vehicle trips in the AM peak and 4 additional vehicle trips in the PM peak.</p> <p data-bbox="547 1294 1305 1321">Council disagrees with those predicted numbers based on the following:</p> <p data-bbox="547 1346 1308 1825">To achieve the AM and PM vehicles trips, both Varga Traffic Planning and The Transport Planning Partnership (tpp) relied on the <i>Transport NSW Guide to Transport Impact Assessment (2024)</i> which used surveys undertaken in 2022 at eight (8) metropolitan sites and three (3) 'regional' sites within NSW to determine such trips. However, it should be noted that the 'regional' sites referred to in the guide are Gwynneville (located 2km east of the Wollongong CBD) Mount Warrigal (19km south of the Wollongong CBD) and Markes Point (21km south of the Newcastle CBD) therefore the 'regional' classification with respect to those locations in comparison to Griffith is questionable. In addition, these 'regional' areas are well serviced by public transport options including bus services that run up to 15 hours per day (Gwynneville) therefore vehicle trip generations in those areas would not be a true reflection of trip generations in rural/remote areas such as Griffith. The outcome of those surveys determined the average weekday vehicle trips per boarding room was 0.3 in the AM peak and 0.35 in the PM peak. It was these outcomes that were applied to the proposed development site that achieved the assumption that the traffic</p>

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Consideration	Assessment
	<p>generation of the development would account for two (2) additional AM trips and four (4) additional PM trips.</p> <p>While both the Varga and ttp reports offers a conclusion that these figures are inconsequential when considering the surrounding road network, it appears the <i>Transport NSW Guide to Transport Impact Assessment (2024)</i> is the only source both parties relied upon to provide such numbers. Similar to the manner in which Varga provided opinions with regards to safe sight distances (as referred to above), there is a significant absence of evidence based information with regards to other technical references, direct observations of traffic behaviour in the vicinity of the subject property or site inspections conducted in the area to support the conclusions contained within the respective reports. Therefore, individual site characteristics were not addressed or taken into account within the respective traffic reports. As previously stated in this report, <i>The Transport Planning Partnership</i> was the entity responsible for developing (in part) the <i>Transport NSW</i> reference guide. It should also be noted the <i>Transport NSW Guide to Transport Impact Assessment (2024)</i> provides a degree of limitation including advice “<i>the guide may not be appropriate in all development situations and that it does not provide a ‘one-size-fits-all’ approach</i>”. The guide indicates the “<i>interpretation of technical requirements is to make assessments on a case-by-case basis</i>”. Council deems the traffic generating related assessment by the applicant has not taken all considerations into account – but solely relied on the use of the <i>Transport NSW Guide to Transport Impact Assessment (2024)</i>.</p> <p>Local knowledge also identifies the most preferred method of transport in Griffith is by way of car. Observations of similar style accommodation facilities has resulted in the identification of numerous vehicles parked either on site or overflowing on to the street adjacent to the property. In support, the 2021 census indicated 74.2% of the Griffith population travelled to work by car as a driver – but only 0.3% used public transport (bus etc.)</p> <p>Parking</p> <p>The Traffic and Parking Assessment Report (Varga) indicates additional “<i>kerbside parking is available along both sides of Wyangan Avenue as there is no kerbside restrictions...including along the site frontage.</i>”</p> <p>Council disagrees with this assumptions due to the geometry of the slip lane on the north-western corner of Palla Street at the intersection of Wyangan Avenue, and the existence of property accessways, Regulation 170 (<i>Stopping in/near and Intersection</i>), Regulation 198 (<i>Obstructing access to and from a driveway etc</i>) and 203A (<i>Stopping in a slip lane</i>) of the Road Rules 2014 means parking is restricted along the frontage of the proposed site – therefore disproving the Varga report on that aspect of on-street parking.</p> <p>Site Assessment Consistency</p> <p>The subject site (Lot 19 DP758476) was the subject of a DA B120/2002 relating to the establishment of a childcare centre. Assessments by council and the (then) applicant could not achieve a suitable outcome</p>

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Consideration	Assessment
	<p>for the safe ingress/egress of vehicles through the accessway which was proposed to be in the exact same location as this development proposes. It was similarly recommended in 2002 that the Palla Street slip lane be removed and upgrades to the Palla/Wyangan intersection be undertaken by the developer. Subsequently the applicant withdrew the childcare centre DA in August 2003.</p> <p>SUMMARY</p> <p>Based on the above traffic assessment and analysis, the following conclusions have been reached by Griffith City Council staff:</p> <ul style="list-style-type: none"> • Beyond a reference to the <i>Transport NSW Guide to Transport Impact Assessment (2024)</i>, there is an absence of definitive analytical evidence sustaining the submitted predicted peak hour (and outside peak hour) traffic generation figures. Council deems the traffic generation assessment process conducted by the applicant's traffic consultants to be insufficient as the results are based on that one reference document only, and do not offer a true reflection of traffic generation with respect to the subject development and the consequential implications the additional traffic may have on the road network and road user safety. • Notwithstanding the close proximity of the Palla Street slip lane, there is insufficient evidence provided by the applicant that demonstrates the ingress and egress of the site via the existing accessway can be achieved in a safe manner and without road user conflict. • The applicant has attempted to demonstrate that safe sight distances can be achieved between vehicles egressing via the accessway and vehicles on Palla Street and Wyangan Avenue; however this has been demonstrated by the driver's observation angle being approximately 120° back to Palla Street which is beyond that of a driver's normal operation of a vehicle. <p>With consideration of these findings, the Applicant has not demonstrated that the site can be provided with a safe access point and that presents unacceptable road safety risks. Accordingly, refusal of the application on these grounds is recommended.</p>
Waste	Construction and operational waste would be generated if the development is approved and waste management plans would be conditioned if such were to occur. On-going waste would be generated by operation of the development and garbage facilities would be provided – likely commercial pickup would be required.
Social and Economic	Social: As demonstrated by the significant local opposition to the proposed development (243 signatories of a petition of objection, 280 electronic objectors and fourteen formal written submissions of objection) it is considered that the proposed development will have perceived negative social impacts on the local community.

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Consideration	Assessment
	<p>The applicant argues that <i>“the proposal would have ongoing positive social impacts by creating much-needed affordable housing in the Griffith Health Precinct near the CBD. Affordable housing is a crucial accommodation type as it has been proven to support community well-being, social and economic sustainability, and improve lifestyle, employment growth, and economic development”</i>.</p> <p>The applicant also suggest that <i>“the potential social impacts will be managed by executing a detailed Plan of Management for the development, which will be provided to the Council as a condition of consent and will be available to neighbours. The onsite Manager’s contact details would also be provided to neighbours who would be available to contact them at any time should an issue arise”</i>.</p> <p>On balance, it is considered that the while the development may have some social impacts on the local community, these could be appropriately management by strict adherence to and implementation of the plan of management. The development would provide necessary affordable housing options for the city and accords with the objectives of the Zone and the SEPP (Housing) 2021.</p> <p>However, as demonstrated above, suitable vehicular access to the site cannot be safely provided which represents an unacceptable safety risk for occupant, visitors and local road users.</p> <p>Economic: Economically, the applicant’s economic impact assessment indicates <i>“positive impacts are largely attributed to through the provision of employment opportunities, including:</i></p> <ul style="list-style-type: none"> • <i>The design phase (designer, engineers, specialist consultants).</i> • <i>The demolition phase (contract earthworks and demolition trades).</i> • <i>Infrastructure serving phase (trades including plumbers, electricians).</i> • <i>The construction phase (trades including builders, engineers, technicians, landscapers).</i> • <i>Ongoing staff employment (onsite Manager, real estate management, cleaning, waste management, gardening services)”</i>. <p>In addition, affordable housing provides economic stability for occupants and supports individual in terms of accessing employment and making a contribution to the local economy.</p>
Crime Prevention Through Environmental Design (CPTED)	The applicant acknowledges potential CPTED operational measures in relation to surveillance, access control, territorial reinforcement and space/activity management.
Aboriginal cultural heritage	An AHIMS search has been conducted, which identified that there are no Aboriginal heritage items that have been identified on or within a 50m radius of the site.
Noise impacts	Construction would from a general perspective result in noise impacts on the surrounding residential area. Operational noise issues could potentially result in the future. Council has in the past conditioned other boarding house approvals for the submission of noise management

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Consideration	Assessment
	plans or time limits associated with occupant activities to reduce impact on surrounding neighbours. Multiple public submissions cited concerns regarding noise impacts during operation of the development.
Environmentally sensitive land	After a review of the maps associated with the Local Environmental Plan 2014, the subject site is not identified on the groundwater vulnerability, Terrestrial biodiversity, riparian lands and watercourses, or wetlands. As such the development is not likely to result in any impacts on environmentally sensitive land.
Site specific hazards	Bushfire: A search on the NSW Rural Fire Service website indicates that the subject property is not bushfire prone land. Flood Prone Land: The site is not identified as flood affected by the <i>Griffith Major Overland Flow Floodplain Risk Management Study and Plan for CBD Catchments 2013</i> .
Heritage	No known heritage significance of the site or adjoining properties. The site is not within a heritage conservation area.
Site design and internal design	The site design and internal configuration is adequate in the context of the lot dimensions. Front setback. 25% reduction on 6m setback sought (4.5m setback proposed instead of 6m setback).
Stormwater management	The development proposes an onsite stormwater detention system to cater for the increased runoff generated by the development. The concept stormwater plan includes a tank system adjacent to the communal room, which will be pumped back up to Wyangan Avenue when the system is full.

SECTION 4.15 (1) (d) any submissions made in accordance with the Act or the Regulations

The provisions of the Environmental Planning and Assessment Act 1979 the Environmental Planning and Assessment Regulation 2000 and Council's Community Participation Plan set down consultation, concurrence and advertising requirements for specific types of development applications and taking into consideration any submissions received in response to the notification process.

In addition to the statutory referral process, the notification of the development included the following:

Notification Description	Required	Submission Period
Publication in Council Catch up + Facebook	Yes	7 March 2025 – 21 March 2025
Letters to Neighbours	Yes	7 March 2025 – 21 March 2025

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As a result of the public participation process, Council received fourteen (14) formal written submissions objecting to the development application and a combined petition containing 243 signatures against the application and a further 280 electronic objectors attached to the petition – see Attachment C. The applicant was provided with an opportunity to respond to the issues raised and their response is provided as Attachment D.

The submissions, which Council has taken into consideration in accordance with section 4.15(1)(d) are summarised as follows:

Submissions
Issue, Applicant response followed by Council Assessment
<p>The objections that have been raised in respect of the Proposed Development broadly fall within six (6) categories:</p> <ol style="list-style-type: none">1. the proximity of the proposed development to the intersection of Wyangan Avenue and Palla Street and the effect on traffic;2. the impact on and availability of on-street parking;3. the size of the proposed development, relevantly, the building itself;4. the nature and use of the proposed development, relevantly, the fact it is a co-living development and the number of people that would occupy the building;5. the location of the proposed development and suggestions that a co-living development is not appropriate for the proposed location; and6. the number of car spaces included in the proposed development. <p>Applicant Response:</p> <p>Refer to Applicant's objection response letter dated 22 April 2025 which is attached and provides a comprehensive response to each of the issues raised above.</p> <p>Council Assessment: The public objections and the comprehensive response to objections provided by the Applicant are both duly acknowledged.</p> <p>While from a general development control plan perspective the proposed co-living development proposal is considered to meet the DCP provisions, particularly in the context of a well-documented affordable housing shortage and accords with the objectives of the Griffith LEP and Housing SEPP 2021.</p> <p>However, as noted in the submissions and confirmed by Council's assessment of potential traffic impacts, the development cannot be provided with a safe vehicular access point, and presents unacceptable safety risks for occupants, visitors and local road users.</p> <p>The attached assessment of the application and assessment of the applicant's response to the submissions by Council's Development & Traffic Coordinator recommends that due to the adverse road safety outcomes relating to the proposed development – that the application be refused.</p>

SECTION 4.15 (1) (e) the public interest

While the proposed co-living development proposal is considered to have merit, particularly in the context of a well-documented affordable housing shortage, the health and safety of the public may be adversely affected by the proposal due to the unacceptable risk of traffic incidents caused by the proposed vehicular access configuration and the volume of traffic

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accessing the development. As such, the development in its current form is not considered to be in the public interest.

Community Participation Plan - Notification period: 7 March 2025 – 21 March 2025

Submissions received: Signed petition of **objection** containing 243 signatures against the application and a further 280 electronic objectors attached to the petition and fourteen (14) formal submissions of **objection**.

Engineering Guidelines: Subdivision and Development - Development application to be recommended for refused based on road safety issues supported by assessments using Austroads Vehicle Classification Systems, Australian Standards 2890.1, vehicle classification systems, stopping distance calculations for light vehicles, site observations and assessments of the road network were conducted in the vicinity of the proposed development site.

OPTIONS

OPTION 1

Recommendation as printed.

OPTION 2

Approval of the application subject to conditions to be provided by Council.

OPTION 3

Any other resolution of Council.

POLICY IMPLICATIONS

This determination does not breach any Council policy

FINANCIAL IMPLICATIONS AND RISK

Generally no significant financial implications for Council unless the applicant submits an appeal with the Land and Environment Court.

Moderate Low Risk: Minor financial loss > \$10,000 to \$1 million.

COMPLIANCE / LEGAL / STATUTORY IMPLICATIONS AND RISK

Potentially legal implications exist for Council if the applicant submits an appeal with the Land and Environment Court.

Minor Low Risk: Policy or regulatory breach has no impact.

ENVIRONMENTAL IMPLICATIONS AND RISK

There are no reasonably anticipated adverse environmental implications arising from this application determination.

Minor Low Risk: Minimal environmental impact handled internally.

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REPUTATION / COMMUNITY IMPLICATIONS AND RISK

The Community has been consulted in relation to this proposal and they raise objections to the landuse.

Minor Low Risk: Limited adverse public/staff reaction and/or negative publicity.

SERVICE DELIVERY IMPLICATIONS AND RISK

Minor Low Risk: Nil impact to service delivery.

WHS / HR IMPLICATIONS AND RISK

Minor Low Risk: No injuries/Nil impact to service delivery.

LINK TO STRATEGIC PLAN

This item links to Council's Strategic Plan item 7.1 Encourage respectful planning, balanced growth and sustainable design.

CONSULTATION

Senior Management Team, Director Sustainable Development, Planning & Environment Manager, Development & Traffic Coordinator, Building Certificate Coordinator, Environment & Public Health Coordinator, the public through submissions and the applicant.

ATTACHMENTS

- (a) Attachment A - DA 27/2025 - Draft Notice of Determination (under separate cover) [⇒](#)
- (b) Attachment B - DA 27/2025 - Application Plans & SEE (under separate cover) [⇒](#)
- (c) Attachment C - DA 27/2025 - Combined Objections & Petition (under separate cover) [⇒](#)
- (d) Attachment D - DA 27/2025 - Applicant Response to Submissions (under separate cover) [⇒](#)
- (e) Attachment E - DA 27-2025 - Engineering Assessment (under separate cover) [⇒](#)
- (f) Attachment F - DA 27-2025 - Engineering Assessment relating to Submissions (under separate cover) [⇒](#)

DRAWING LIST

00	COVER SHEET
01	PROJECT SUMMARY
02	LOCATION PLAN
03	SITE PLAN
04	DEMOLITION PLAN
05	GENERAL ARRANGEMENT PLANS
06	GROUND FLOOR- PART PLAN 1
07	GROUND FLOOR- PART PLAN 2
08	UNIT PLANS
09	SECTIONS
10	SECTIONS
11	ELEVATIONS
12	ELEVATIONS
13	SHADOW DIAGRAMS
14	SHADOW DIAGRAMS
15	PERSPECTIVE 1
16	PERSPECTIVE 2
17	VEHICULAR ENTRY & EXITS



DEVELOPMENT APPLICATION
 PROPOSED CO-LIVING DEVELOPMENT
 6 WYANGAN AVE, GRIFFITH

PREPARED FOR
 MARK SECIVANOVIC

SITE LOCATION		
LOCAL GOVERNMENT AREA	GRIFFITH CITY COUNCIL	
DCP PRECINCT	JUBILEE	
LAND ZONING	R1 GENERAL RESIDENTIAL	
PROPOSED USE	RESIDENTIAL (CO-LIVING)	Y

PLANNING CONTROLS				
DESCRIPTION	PLANNING INSTRUMENT	BONUS		COMPLIANCE

SITE AREA				
MIN. SITE AREA REQUIRED	SEPP (HOUSING) 2021		800 sqm	
PROPOSED TOTAL SITE AREA (sqm)			1,706 sqm	Y

HEIGHT OF BUILDING				
PERMISSIBLE H.O.B	BASE LEP		9.00 m	
PERMISSIBLE TOTAL MAX. H.O.B			9.00 m	
PROPOSED TOTAL H.O.B			4.50 m	Y

FLOOR SPACE RATIO				
PERMISSIBLE FSR	BASE LEP		0.70 :1	
BONUS FSR	SEPP (HOUSING) 2021	10.0%	0.07 :1	
PERMISSIBLE MAX. TOTAL FSR			0.77 :1	
PROPOSED TOTAL FSR			0.35 :1	Y

GROSS FLOOR AREA				
PERMISSIBLE GFA	BASE LEP		1,194 sqm	
BONUS GFA	SEPP (HOUSING) 2021	10.0%	119 sqm	
PERMISSIBLE MAX. TOTAL GFA			1,314 sqm	
PROPOSED TOTAL GFA			605 sqm	Y

LANDSCAPING AREA				
MIN. LANDSCAPING REQUIRED	DCP (MULTI-DWELLING)		20.0% %	
			341 sqm	
PROPOSED TOTAL LANDSCAPING			22.4% %	Y
			382 sqm	

DEEP SOIL AREA				
MIN. DEEP SOIL REQUIRED	ADG		15.0% %	
			256 sqm	
PROPOSED TOTAL DEEP SOIL			21.6% %	Y
			369 sqm	

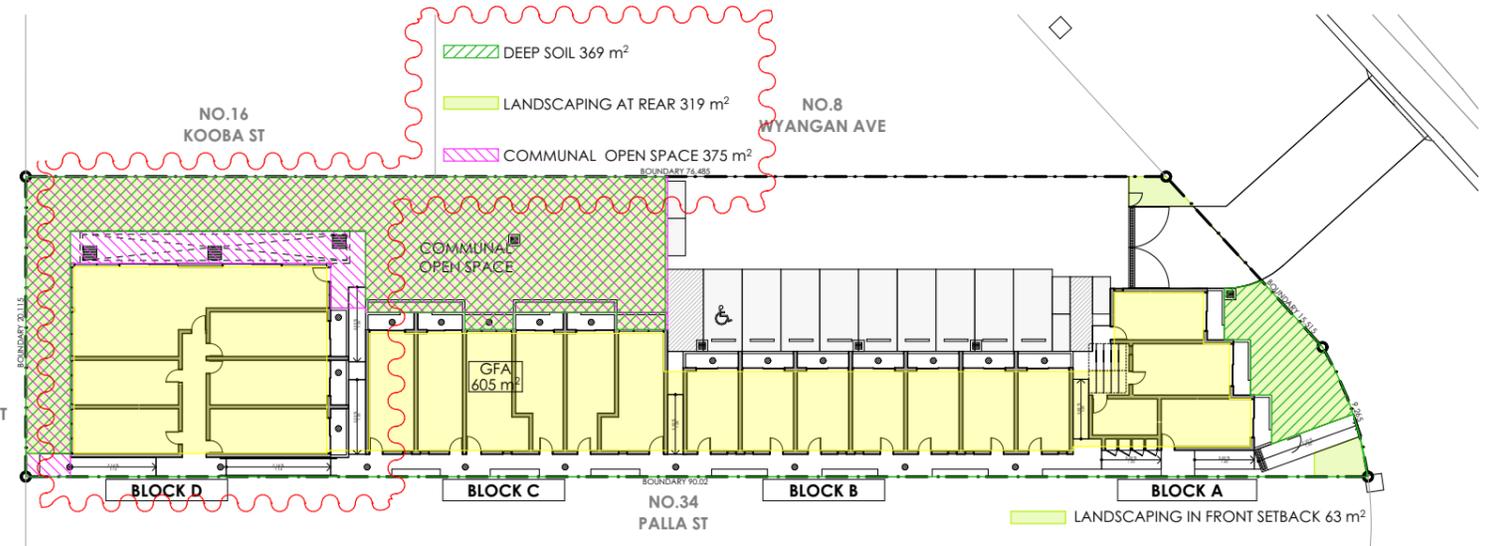
COMMUNAL LIVING AREA (CO-LIVING)				
MIN. COMMUNAL LIVING AREA REQUIRED	SEPP (HOUSING) 2021		60 sqm	
PROPOSED TOTAL COMMUNAL LIVING AREA			72 sqm	Y

COMMUNAL OPEN SPACE AREA (CO-LIVING)				
MIN. C.O.S REQUIRED	SEPP (HOUSING) 2021		20.0% %	
			341 sqm	
PROPOSED TOTAL C.O.S			22.0% %	Y
			375 sqm	

APARTMENTS (qty)						GFA CALCULATION		
LEVEL	SINGLE	DOUBLE	MANAGER	ACCESSIBLE	TOTAL	USE	RESIDENTIAL	TOTAL
GF	11	7	1	2	21	RESIDENTIAL	605	605 sqm
	-	-	-	-	-		-	-
TOTAL UNITS	11	7	1	2	21	TOTAL GFA	605	605 sqm
UNIT MIX	52.4%	33.3%	4.8%	9.5%	100%	USE MIX	100.0%	100% %

PARKING SPACES REQUIRED				
CAR SPACES				
APARTMENT TYPE	RATES (x/unit)	UNIT	TOTAL	
SINGLE	0.40	11	4.4	spaces
DOUBLE	0.40	7	2.8	spaces
MANAGER	0.40	1	0.4	spaces
ACCESSIBLE	0.40	2	0.8	spaces
MINIMUM CAR SPACES REQUIRED			8.4	spaces

PARKING SPACES PROPOSED				
LEVEL	CARS	BICYCLES	MOTORCYCLES	COMPLIANCE Y/N
GF	9	5	5	
PROPOSED SPACES	9	5	5	Y



REV	DESCRIPTION	BY	DATE
A	DEVELOPMENT APPLICATION SUBMISSION	VD	17.02.2025
B	ADDITIONAL INFORMATION CLOUDED : - ELECTRICAL CONNECTION - VEHICULAR ENTRY & EXITS	VD	04.03.2025
C	DRIVEWAY WIDENING CLARIFIED	VD	10.03.2025
D	DRIVEWAY RELOCATED	VD	22.04.2025
E	BLOCK D RECONFIGURED TO BE 5M FROM OVER HEAD POWER LINES	VD	30.06.2025

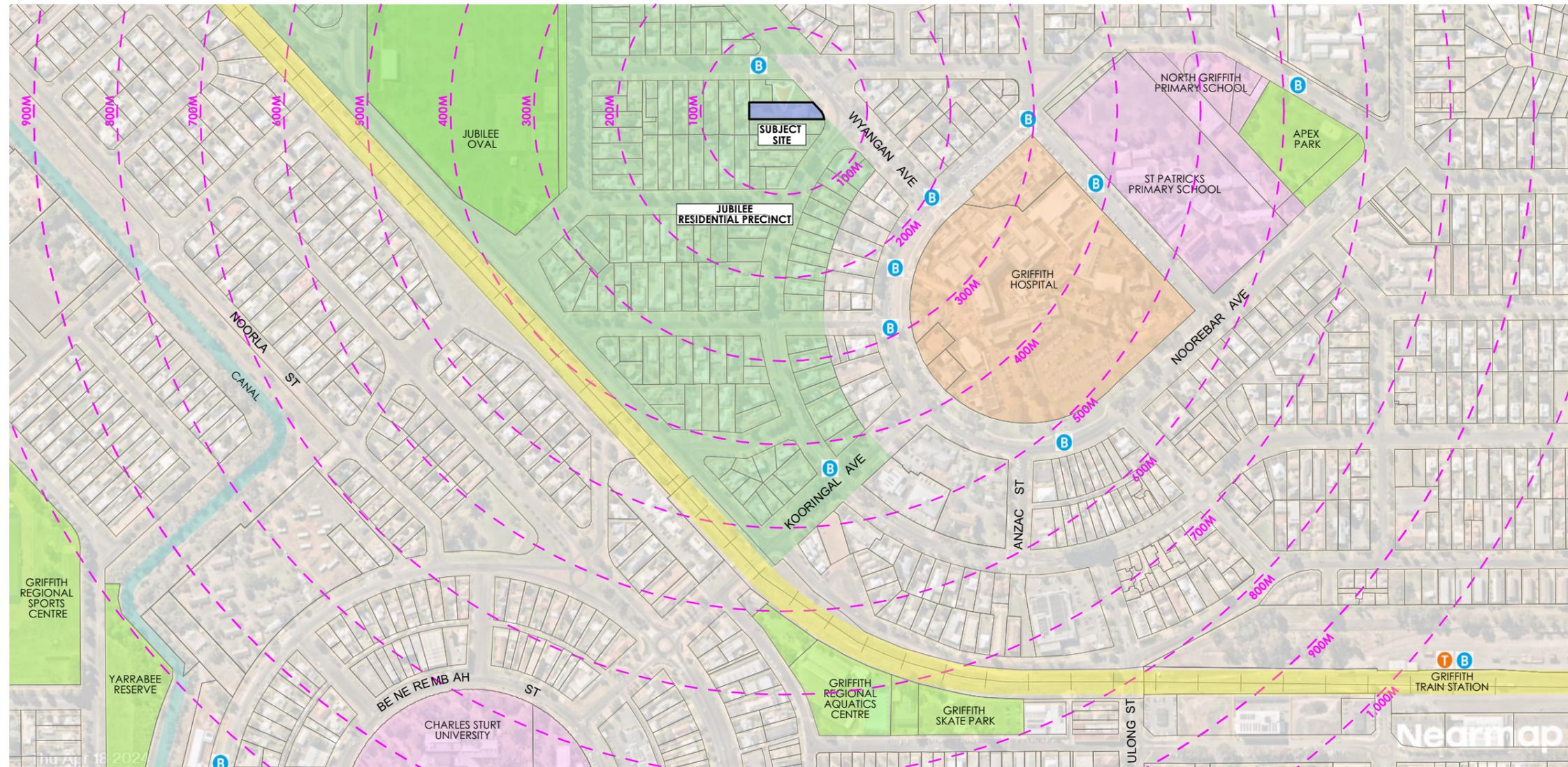
CLIENT: MARK SECIVANOVIC

PROJECT TITLE: PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH
DRAWING TITLE: PROJECT SUMMARY



DRAWN BY: VD/ JR
CHECKED BY: PI
SCALE: 1:1, 1:400 AT A3
PROJECT No: P753

DA 01 E
stage. dwg no. revision



1 LOCATION PLAN
1:5000

PUBLIC TRANSPORT LEGEND

-  BUS STOP
-  FERRY WHARF
-  LIGHT RAIL STATION
-  METRO STATION
-  TRAIN STATION



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Nominated Registered Architect: Peter Israel (reg no 5064)
ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE
A	DEVELOPMENT APPLICATION SUBMISSION	VD	17.02.2025
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CLIENT:
MARK SECIVANOVIC

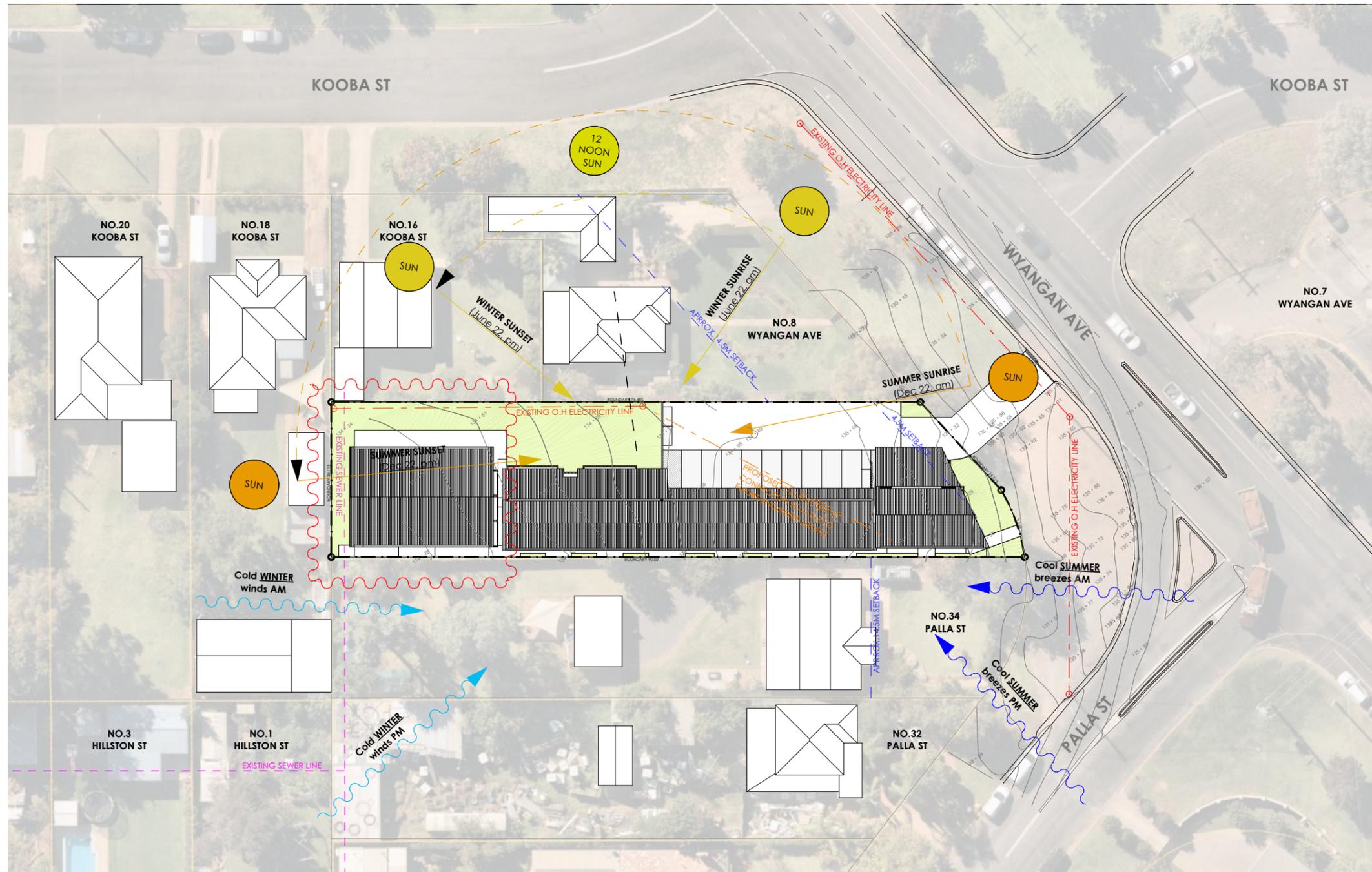
PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
LOCATION PLAN



DRAWN BY: VD/ JR
CHECKED BY: PJ
SCALE: 1:5000 AT A3
PROJECT No: P753

DA 02 E
stage. dwg no. revision



1 SITE/ SITE ANALYSIS PLAN
1:500



pti ARCHITECTURE
Tourism + Residential

Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
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A	DEVELOPMENT APPLICATION SUBMISSION	VD	17.02.2025
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C	DRIVEWAY WIDENING CLARIFIED	VD	10.03.2025
D	DRIVEWAY RELOCATED	VD	22.04.2025
E	BLOCK D RECONFIGURED TO BE SM FROM OVER HEAD POWER LINES	VD	30.06.2025

CLIENT:
MARK SECIVANOVIC

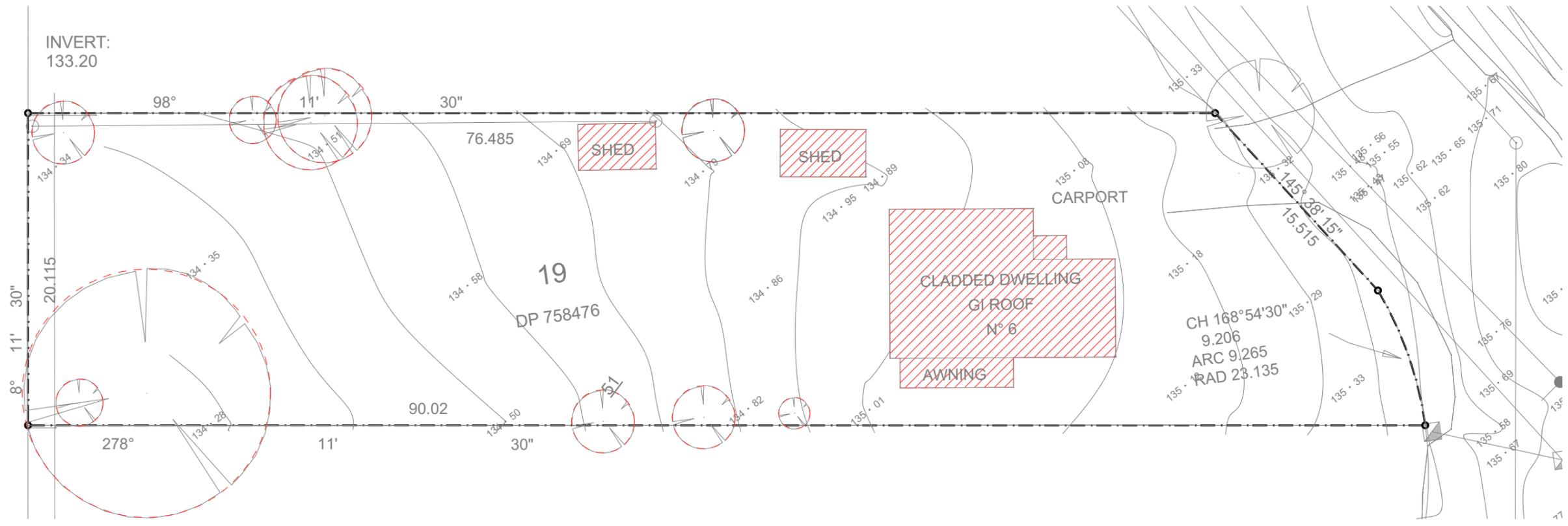
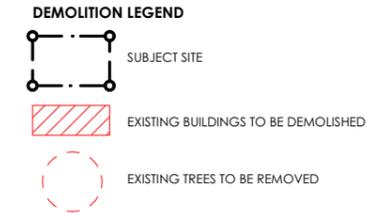
PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
SITE PLAN



NORTH POINT:
DRAWN BY: VD/ JR
CHECKED BY: PI
SCALE: 1:500 AT A3
PROJECT No: P753

DA **03** **E**
stage. dwg no. revision



1 DEMOLITION PLAN
1:250



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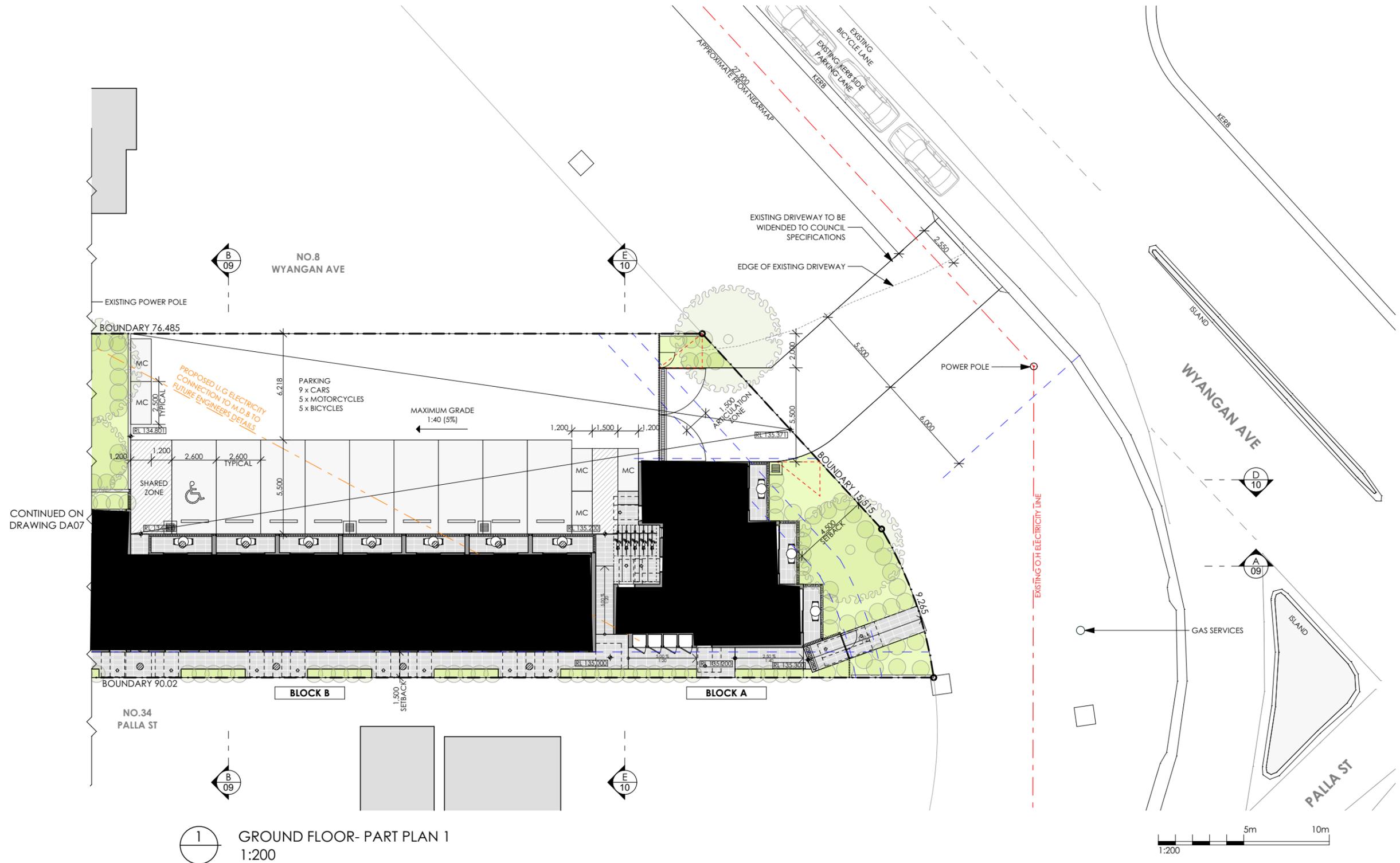
PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
DEMOLITION PLAN



DRAWN BY: VD/ JR
CHECKED BY: PI
SCALE: 1:250 AT A3
PROJECT No: P753

DA stage
04 dwg no.
E revision



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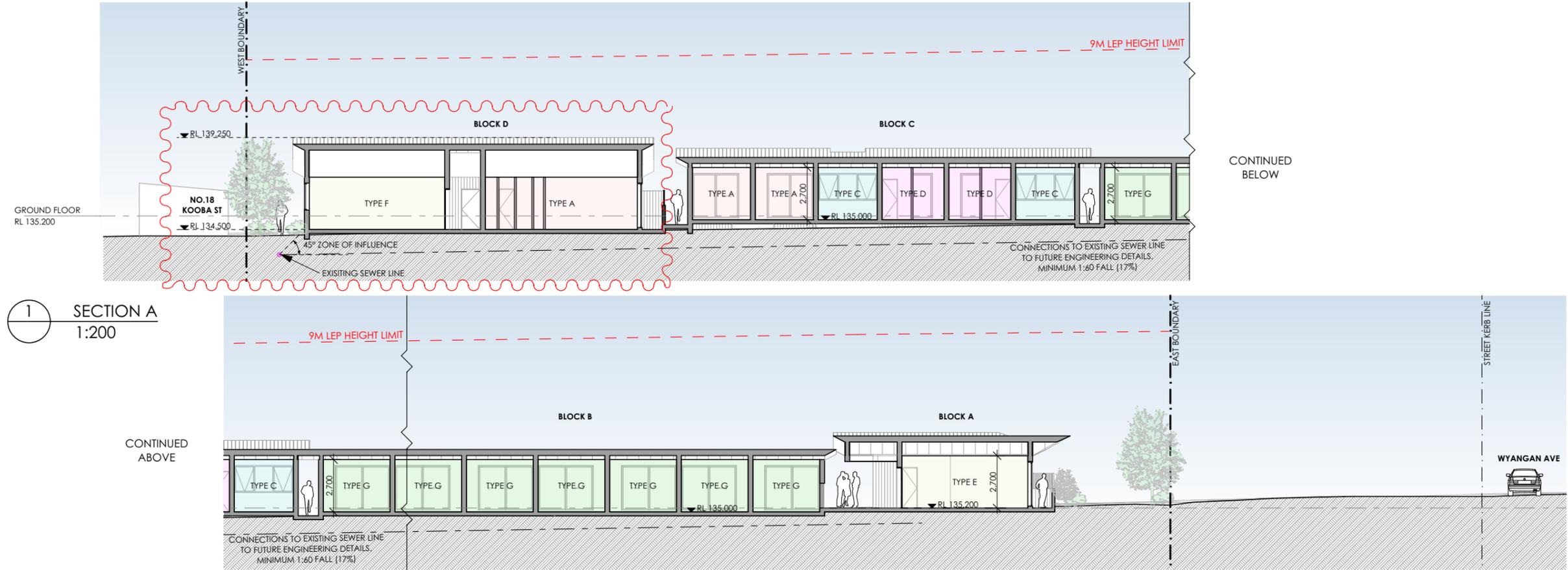
PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
GROUND FLOOR- PART PLAN 1

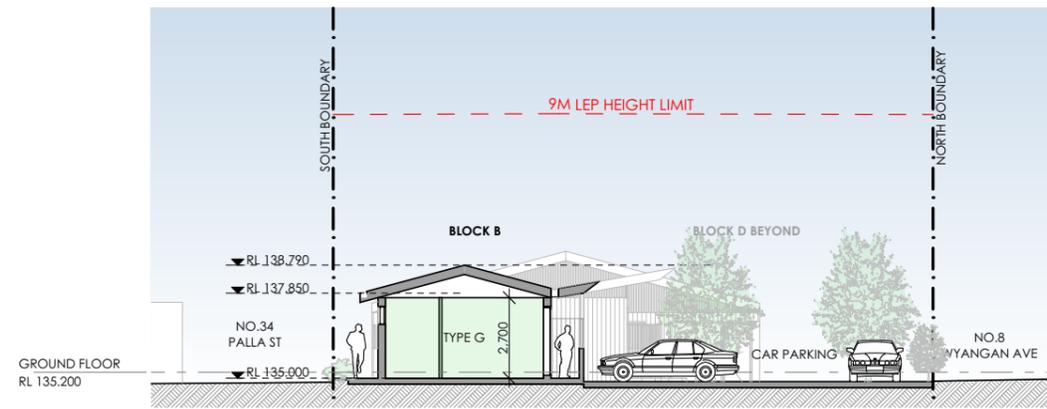


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CHECKED BY: PI
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PROJECT No: P753

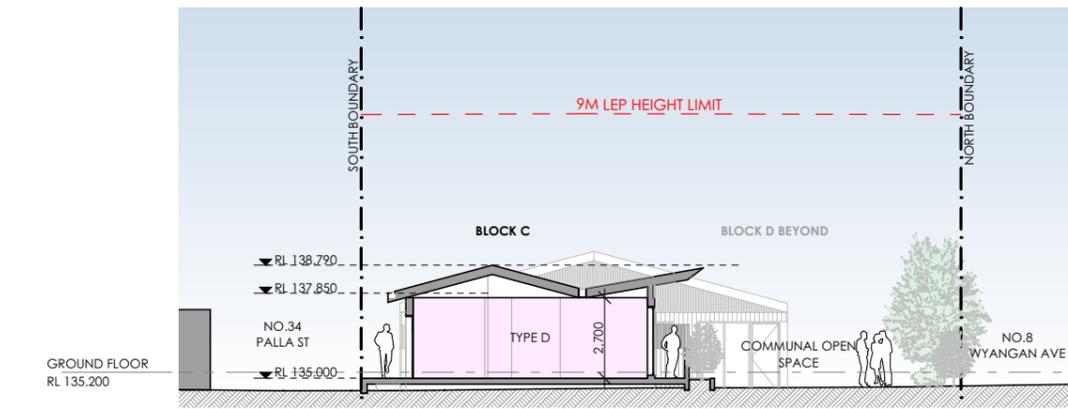
DA 06 E
stage. dwg no. revision



2 SECTION A 1:200



3 SECTION B 1:200



4 SECTION C 1:200



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CLIENT: **MARK SECIVANOVIC**

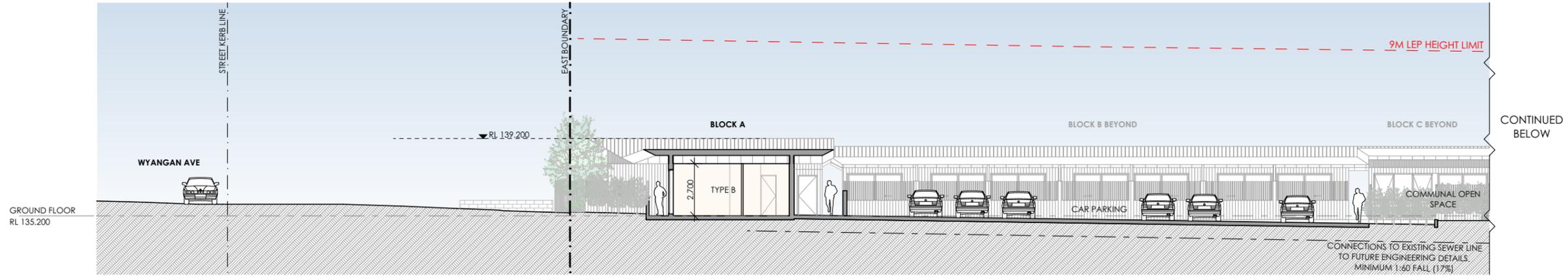
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6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE: **SECTIONS**

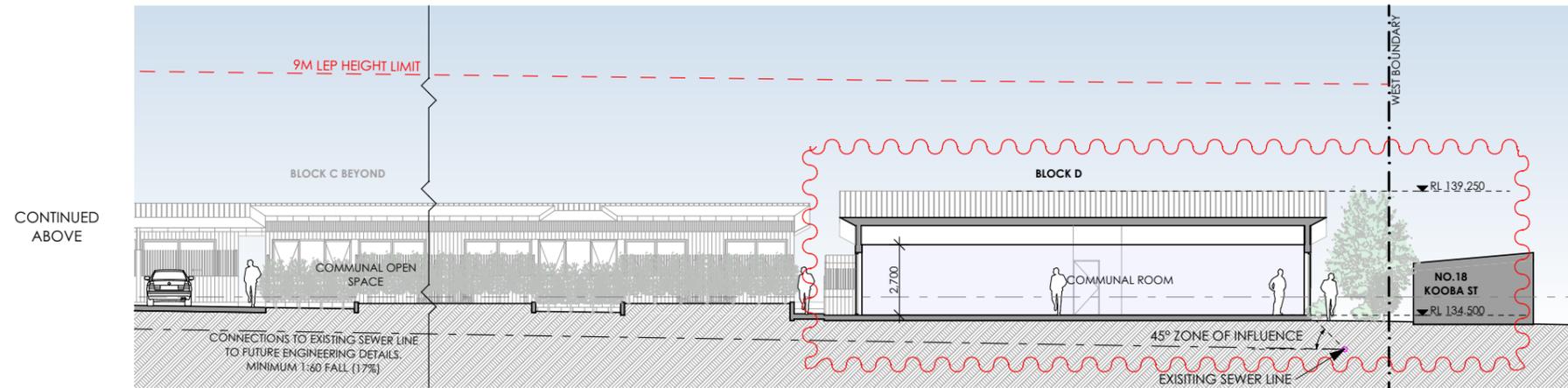
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DRAWN BY: **VD/ JR**
CHECKED BY: **PI**
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PROJECT No: **P753**

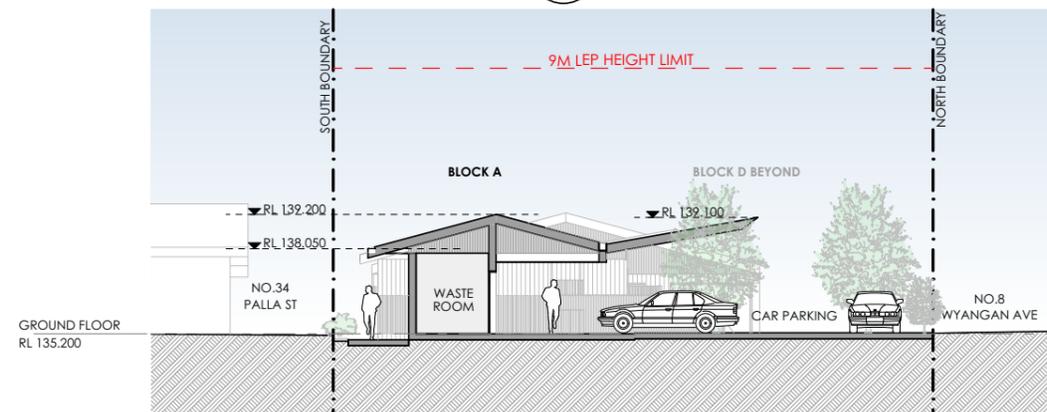
DA 09 E
stage. dwg no. revision



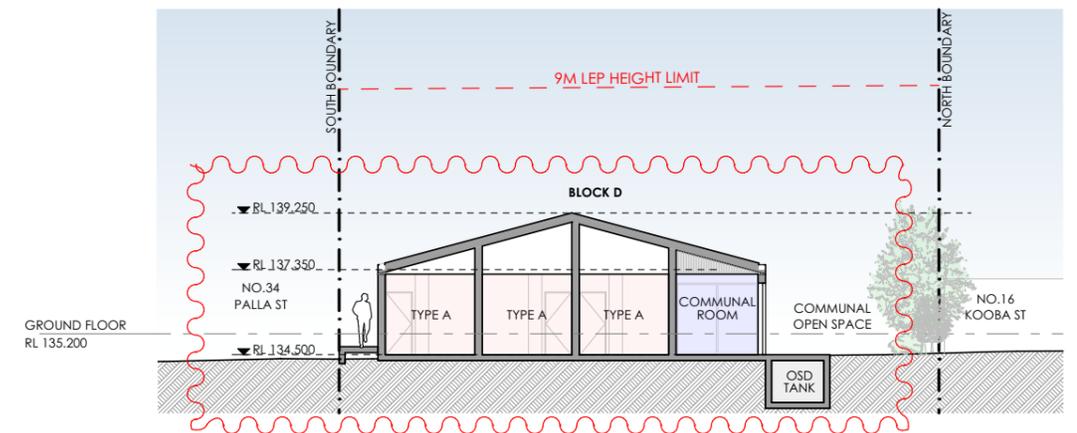
1 SECTION D
1:200



2 SECTION D
1:200



3 SECTION E
1:200



4 SECTION F
1:200



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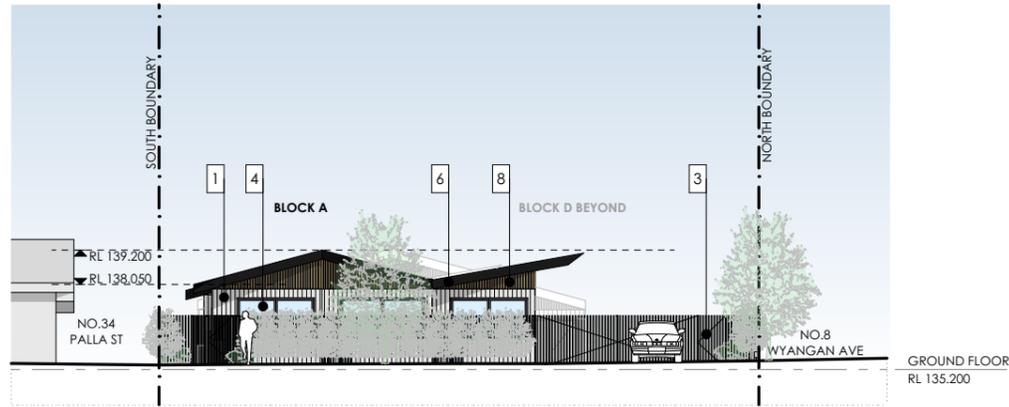
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PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH

DRAWING TITLE:
SECTIONS

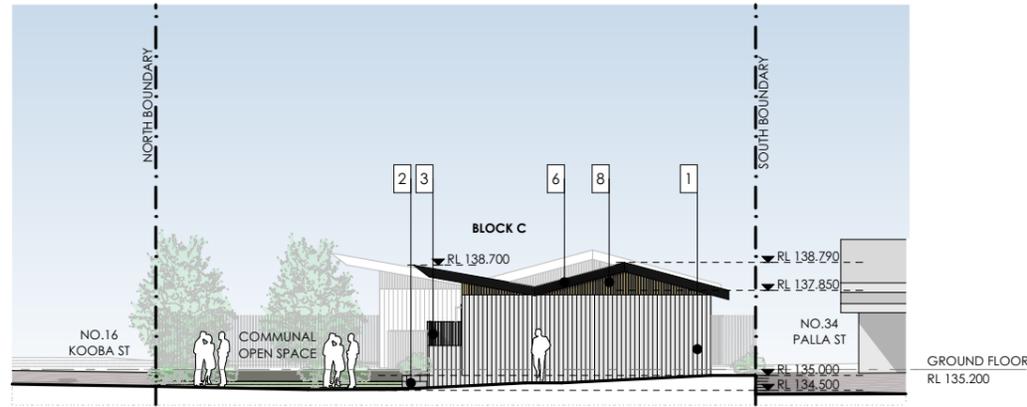
NORTH POINT:

DRAWN BY: VD/ JR
 CHECKED BY: PI
 SCALE: 1:200 AT A3
 PROJECT No: P753

DA 10 E
 stage. dwg no. revision



1 EAST ELEVATION- BLOCK A
1:200



2 WEST ELEVATION- BLOCK C
1:200

EXTERNAL FINISHES LEGEND



1. WALL CLADDING, VERTICAL GROVES, COLOUR: WHITE



2. PREFINISHED MASONRY COLOUR: DARK GREY



3. ALUMINIUM FENCING 1.8M COLOUR: MONUMENT



4. ALUMINIUM DOOR & WINDOW FRAMES, COLOUR: MONUMENT



5. METAL ROOF COLOUR: MONUMENT



6. EAVE FACIA COLOUR: MONUMENT



7. EAVE SOFFIT CLADDING: CEMINTEL BARESTONE



8. FEATURE CLADDING PREFINISHED TIMBER-LOOK



3 NORTH ELEVATION- BLOCKS A & B
1:200



4 NORTH ELEVATION- BLOCKS C & D
1:200



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CLIENT:
MARK SECIVANOVIC

PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
ELEVATIONS

NORTH POINT:

DRAWN BY: VD/ JR

CHECKED BY: PJ

SCALE: 1:200 AT A3

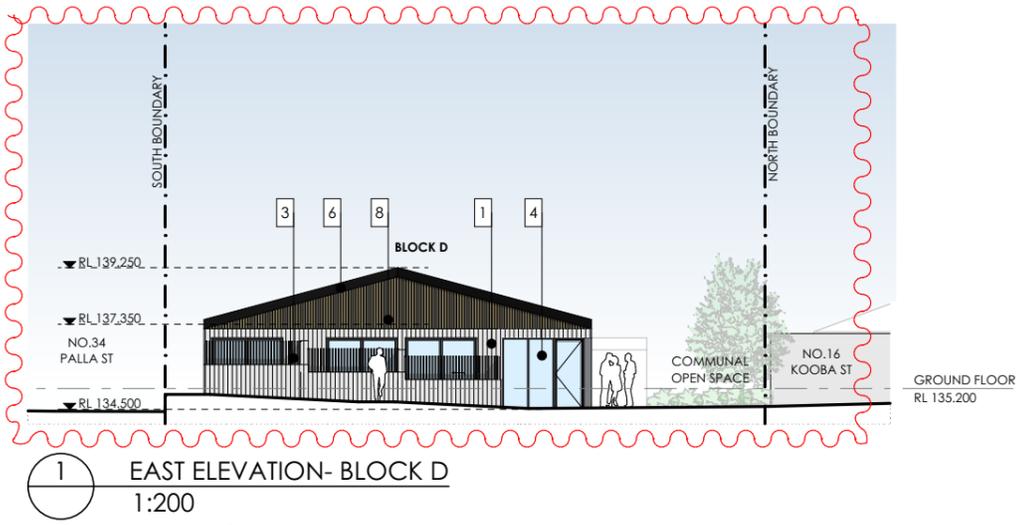
PROJECT No: P753

DA stage

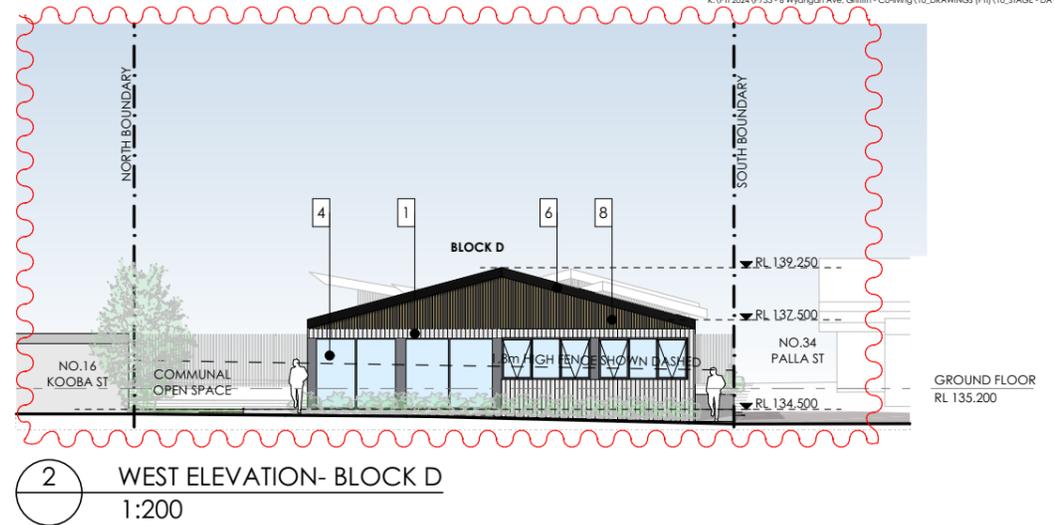
11 dwg no.

E revision

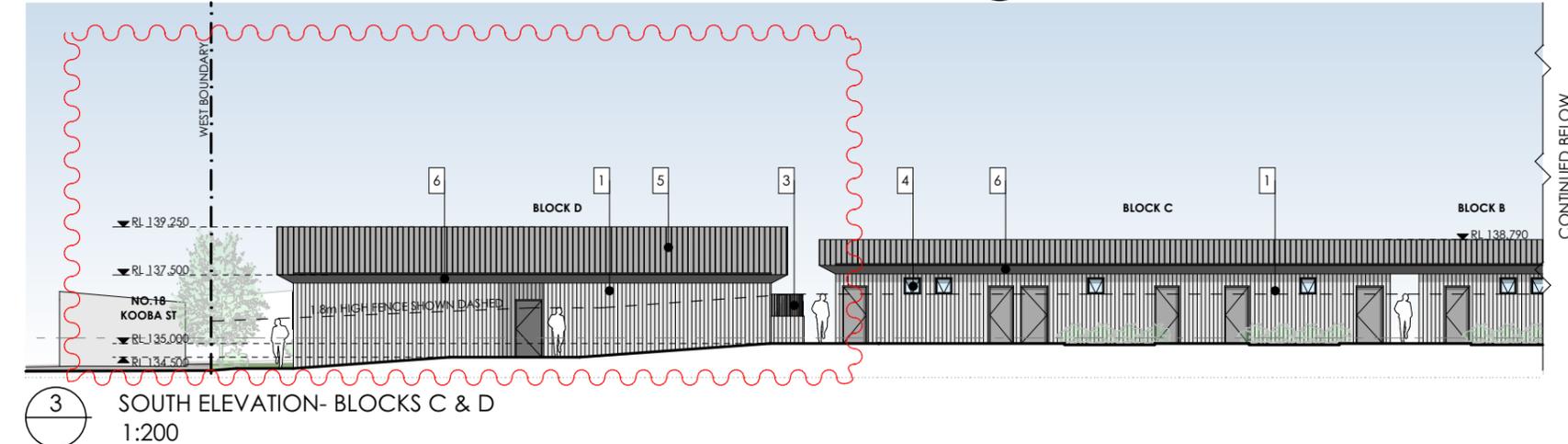
K:\PTI 2024\PT53 - 6 Wyangan Ave, Griffith - Co-living\10_DRAWINGS (PTI)\10_STAGE - DA\01_Plan\PT53_6 Wyangan Ave, Griffith_DA_V26_250623.pln Printed: 2/07/2025



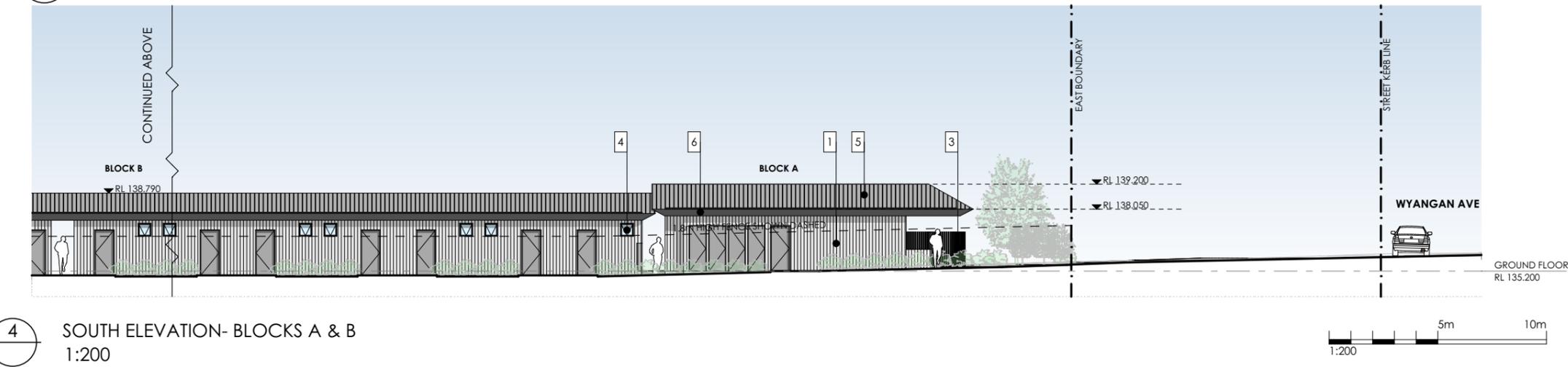
1 EAST ELEVATION- BLOCK D
1:200



2 WEST ELEVATION- BLOCK D
1:200



3 SOUTH ELEVATION- BLOCKS C & D
1:200



4 SOUTH ELEVATION- BLOCKS A & B
1:200

EXTERNAL FINISHES LEGEND



1. WALL CLADDING, VERTICAL GROVES, COLOUR: WHITE



2. PREFINISHED MASONRY COLOUR: DARK GREY



3. ALUMINIUM FENCING 1.8M COLOUR: MONUMENT



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5. METAL ROOF COLOUR: MONUMENT



6. EAVE FACIA COLOUR: MONUMENT



7. EAVE SOFFIT CLADDING: CEMINTEL BARESTONE



8. FEATURE CLADDING PREFINISHED TIMBER-LOOK



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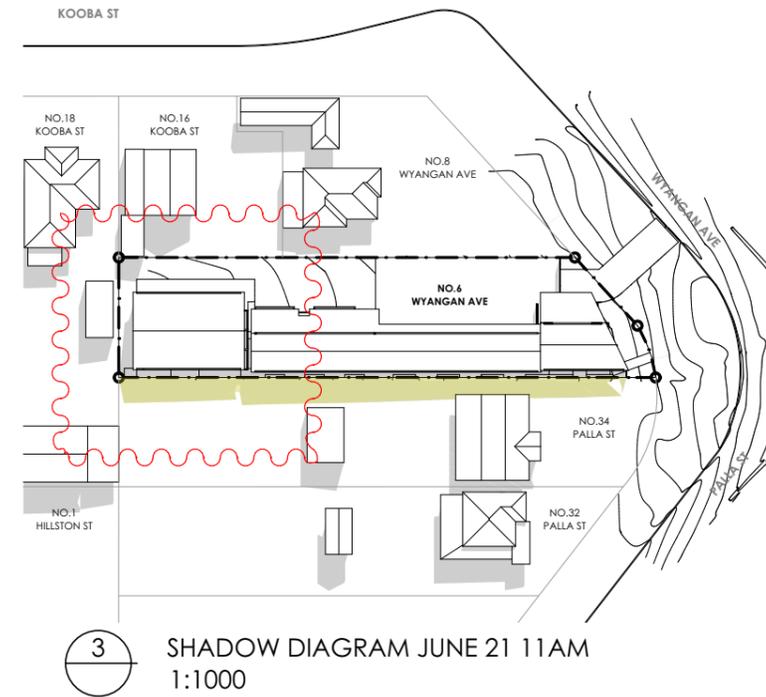
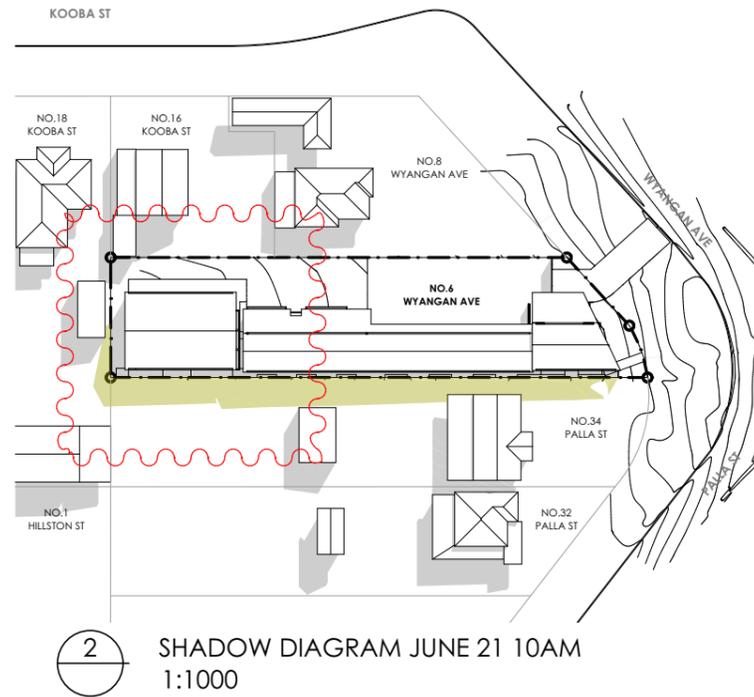
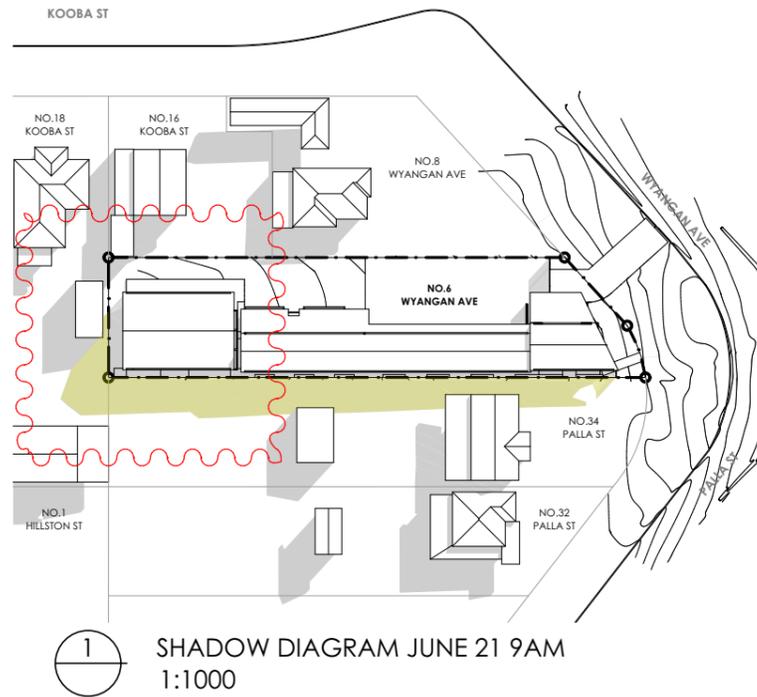
CLIENT: MARK SECIVANOVIC

PROJECT TITLE: PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH

DRAWING TITLE: ELEVATIONS

DRAWN BY: VD/ JR
CHECKED BY: PJ
SCALE: 1:200 AT A3
PROJECT No: P753

DA 12 E
stage. dwg no. revision



SHADOW IMPACT LEGEND

- EXISTING SHADOWS
- ADDITIONAL SHADOW CAST BY PROPOSED BUILDING



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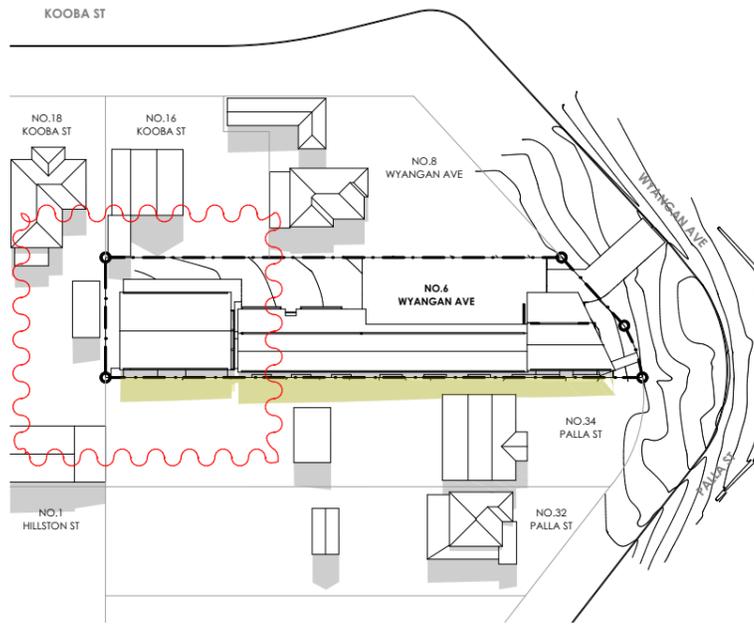
PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
SHADOW DIAGRAMS

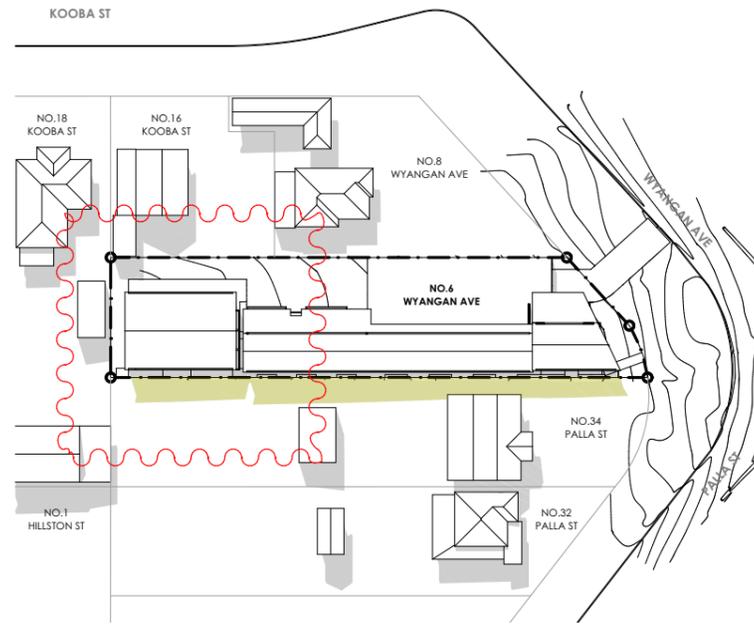


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CHECKED BY: PJ
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PROJECT No: P753

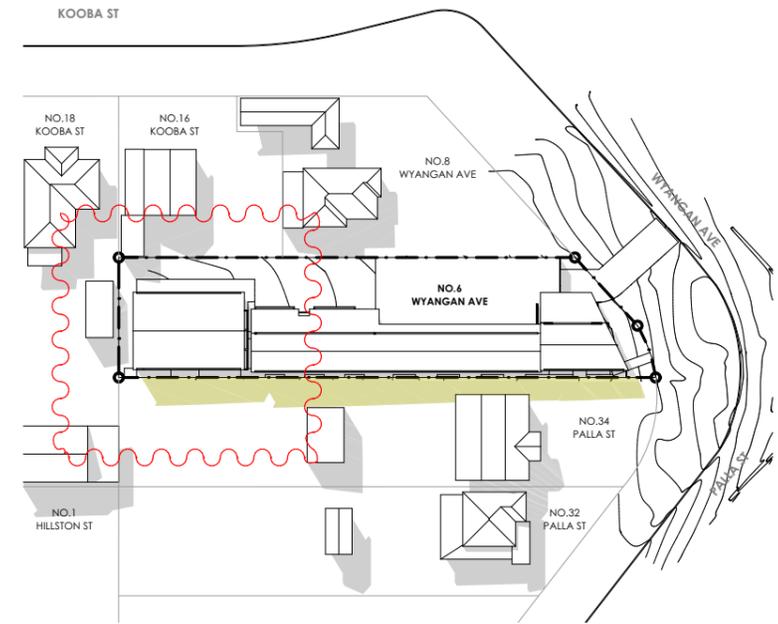
DA 13 E
stage. dwg no. revision



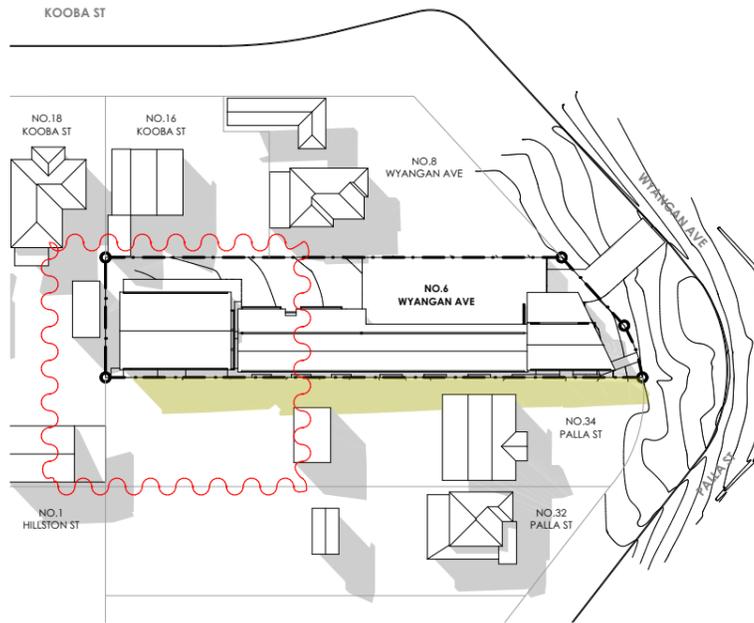
1 SHADOW DIAGRAM JUNE 21 12PM
1:1000



2 SHADOW DIAGRAM JUNE 21 1PM
1:1000



3 SHADOW DIAGRAM JUNE 21 2PM
1:1000



4 SHADOW DIAGRAM JUNE 21 3PM
1:1000

SHADOW IMPACT LEGEND

- EXISTING SHADOWS
- ADDITIONAL SHADOW CAST BY PROPOSED BUILDING



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6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
SHADOW DIAGRAMS



DRAWN BY: VD/ JR
 CHECKED BY: PJ
 SCALE: 1:1000 AT A3
 PROJECT No: P753

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 stage. dwg no. revision



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CLIENT:
MARK SECIVANOVIC

PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
PERSPECTIVE 1

NORTH POINT:

DRAWN BY: **VD/ JR**

CHECKED BY: **PI**

SCALE: **AT A3**

PROJECT No: **P753**

DA
stage

15
dwg no.

E
revision



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PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
PERSPECTIVE 2

NORTH POINT:

DRAWN BY: **VD/ JR**

CHECKED BY: **PI**

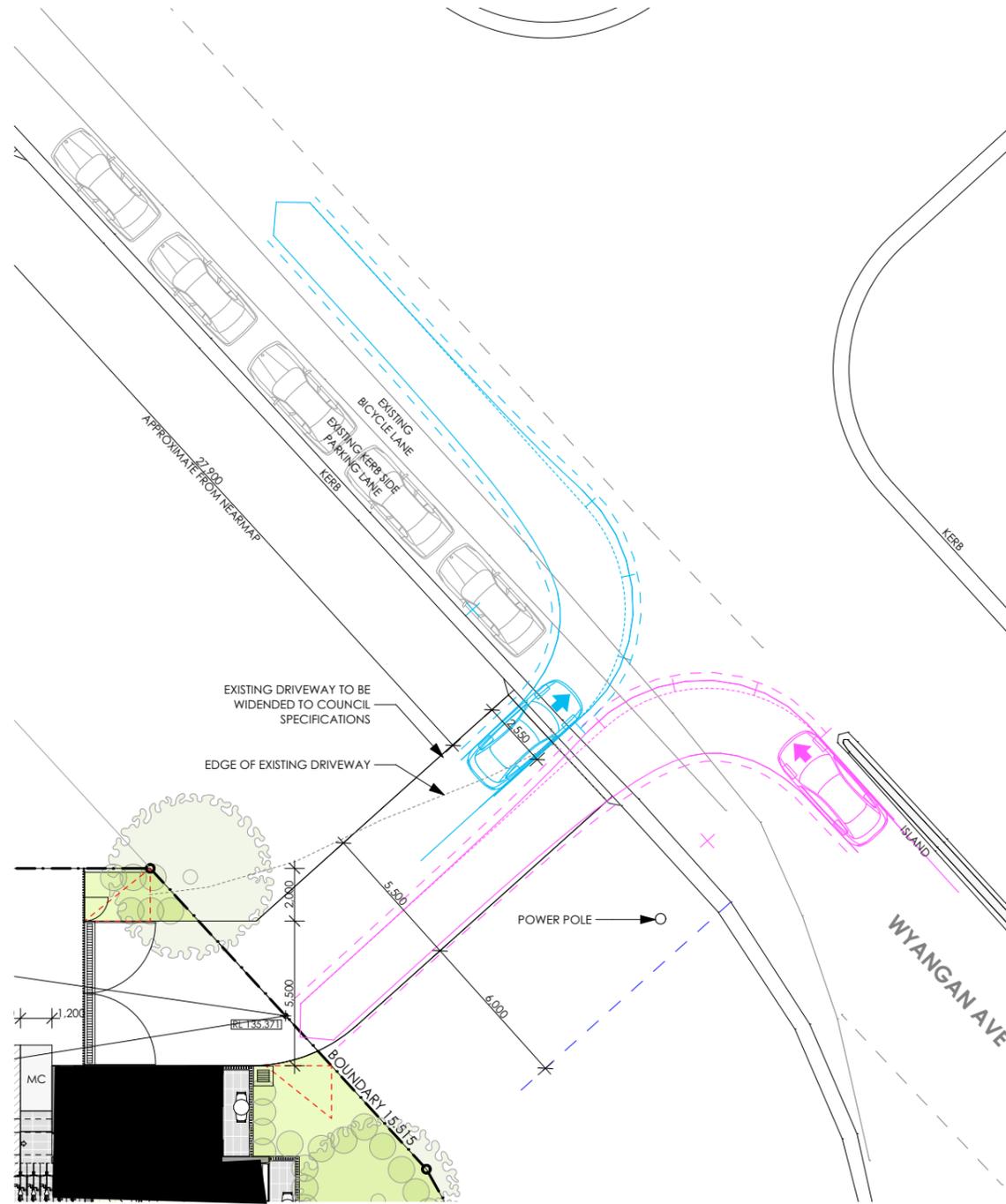
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PROJECT No: **P753**

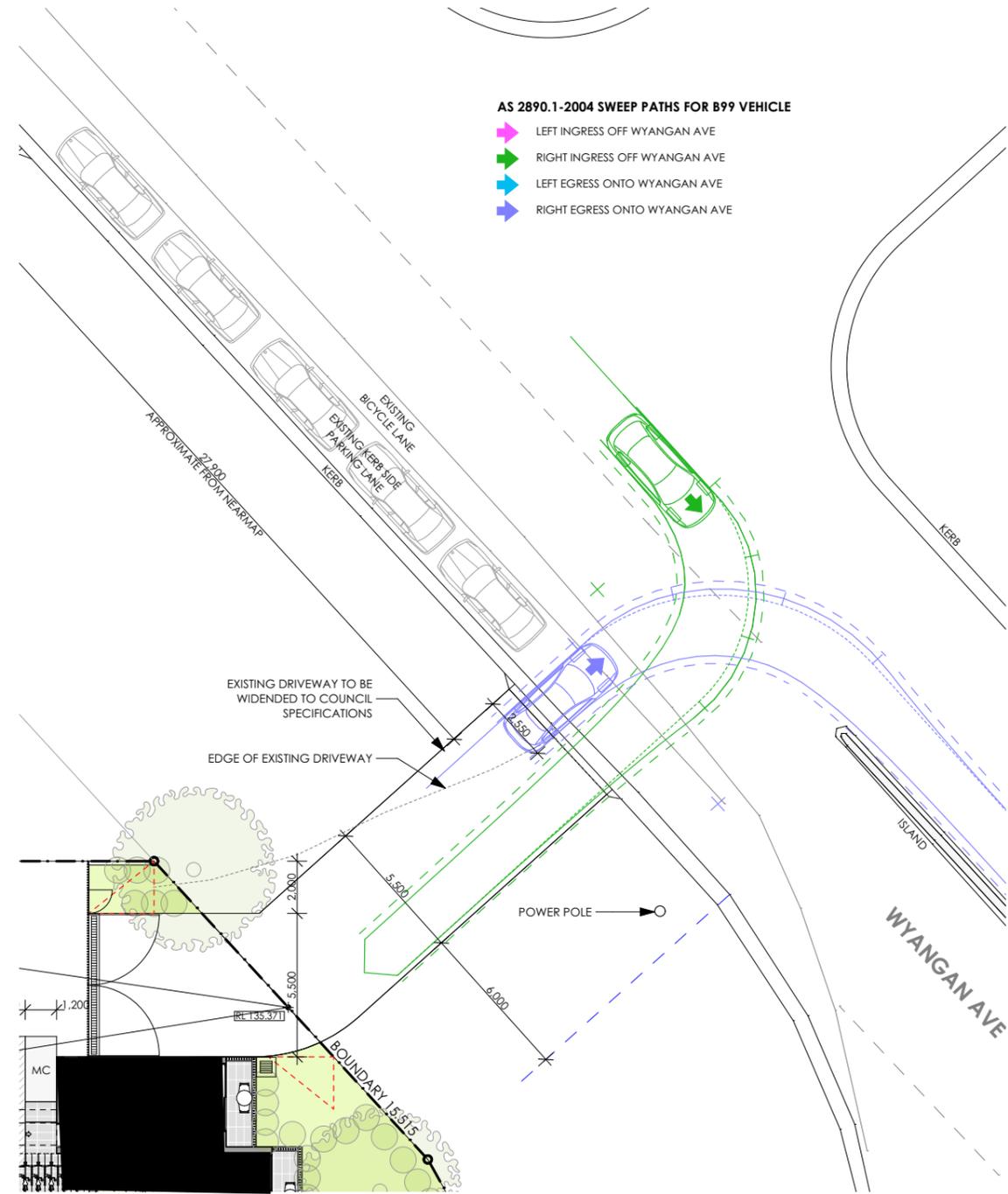
DA
stage

16
dwg no.

E
revision



1 VEHICULAR SITE ENTRY/ EXIT- LEFT TURN
1:200



2 VEHICULAR SITE ENTRY/ EXIT- RIGHT TURN
1:200

AS 2890.1-2004 SWEEP PATHS FOR B99 VEHICLE

- ▶ LEFT INGRESS OFF WYANGAN AVE
- ▶ RIGHT INGRESS OFF WYANGAN AVE
- ▶ LEFT EGRESS ONTO WYANGAN AVE
- ▶ RIGHT EGRESS ONTO WYANGAN AVE



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MARK SECIVANOVIC

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6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
VEHICULAR ENTRY & EXITS



DRAWN BY: VD/ JR
CHECKED BY: PJ
SCALE: 1:200 AT A3
PROJECT No: P753

DA 17 E
stage. dwg no. revision



2nd July, 2025

**PROPOSED CO-LIVING DEVELOPMENT (DA 27/2025)
6 WYANGAN AVENUE, GRIFFITH**

ARCHITECTURAL RESPONSE LETTER

Office: Level 2, 68 Sophia Street, Surry Hills
Sydney NSW 2010 Australia
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ABN 90 050 071 022

Nominated Registered Architect:
Peter Israel NSW reg no. 5064 + QLD reg no. 5865
Building Design Practitioner [Architect] reg no. DEP0000117
Principal Design Practitioner reg no. PDP0000041

Specialised Architects + Interior Designers,
Project + Development Analysts,
Managers + Advisors for Tourism, Residential
& other Accommodation Properties



This response letter has been prepared for the proposed Co-living Development at 6 Wyangan Ave, Griffith (DA 27/2025), and to be read in conjunction with the amended Architectural Drawings Rev E dated 30.06.2025.

This response addresses the Architectural related comments raised in Griffith City Councils *Ordinary Meeting Business Paper* dated 10.06 2025.

Council Comments	Architectural Responses
<p>State Environmental Planning Policy (Transport and Infrastructure) 2021 – Section 2.48 Electricity</p> <p>Division 5 Electricity transmission or distribution, Subdivision 2 Development likely to affect an electricity transmission or distribution network</p> <p>Electricity is currently available to the site via Essential Energy’s overhead powerlines located on the northern and western boundaries (see map in LEP section above). The buildings have been setback 3.65 m from both of the above mentioned boundaries. Council referred the application to Essential Energy as the overhead lines are less than 5 m from the proposed buildings.</p> <p>Essential Energy provided a Referral Response provided 6 March 2025 as follows:</p> <p><i>As the plans provided do not show the distances from Essential Energy’s infrastructure and the development, there may be a safety risk. A distance of 5.0m from the nearest part of the development to Essential Energy’s poles 9611911 and 9611912 (measured horizontally) is required to ensure that there is no safety risk.</i></p> <p>The application plans do not comply with the Essential Energy provisions.</p>	<p>The Architectural Drawings have now been amended to address Essential Energy’s requirements as follows :</p> <ul style="list-style-type: none"> • The North setback of Block D at the south end of the site has been increased to 5.815m from the North boundary. • This provides a 5m setback from Block D to Essential Energy’s existing overhead electrical lines and power poles. • Both setback dimensions are now indicated on the drawings. <p>The above amendments result in changes to the proposed development as follows :</p> <ul style="list-style-type: none"> • 21 units in total (previously 22) • 11 x single units (previously 9) • 10 x double units (previously 13) • FSR 0.35:1 (previously 0.37:1) • Landscaping area of 382m² / 22% (previously 343m² / 20%) • Deep soil area of 369m² / 22% (previously 299m² / 18%) • Communal living area of 72m² (previously 62m²) • Communal open space area of 375m² / 22% (previously 342m² / 20%) <p>The amendments to the proposed development comply with :</p> <ul style="list-style-type: none"> • SEPP (Transport and Infrastructure) 2021 • SEPP (Housing) 2021 • Griffith City Council DCP

Prepared by Peter Israel
 PTI Architecture
 Peter Israel, Principal and Nominated Registered Architect (NSW reg no. 5064)
 Building Design Practitioner Registration (Architect) DEP0000117
 Principal Design Practitioner Registration PDP0000041



3 July 2025
Ref 24483

Griffith City Council
PO Box 485
GRIFFITH NSW 2680

Attn: Ms Kerry Rourke

Dear Kerry,

DA No. 27/2025
PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVENUE, GRIFFITH
TRAFFIC MATTERS

I refer to the traffic matters raised in the Council officer's report to the ordinary meeting business paper for Tuesday, 10 June 2025 regarding the co-living development proposed at the above location.

Please find attached an updated plan of the proposed co-living development comprising 21 co-living units (previously 22 units) with 9 car parking spaces and 5 motorcycle parking spaces.

Vehicular access is proposed via a two-way driveway located in approximately the same location as the existing vehicular access driveway.

The proposed co-living development is primarily intended to provide affordable accommodation for *essential workers* such as those working at the nearby *medical precinct*, located *less than 200m* walking distance from the subject site.

These *essential workers* will not need to drive to/from work.

Both our DA Traffic Report *and* the Peer Review Report prepared by *TTPP* have indicated that the *nett increase* in the traffic generation potential of the site will be in the order of 3 vph using the traffic generation rates published by TfNSW.

Whilst the Council report questioned the use of the "regional" rates in respect of Griffith, it is nevertheless clear that the traffic generation potential of the proposed development will be very low, especially given that *essential workers* working in the nearby *medical precinct* will be able to walk to/from work.

Both traffic reports concluded that the suggestion to reconstruct the nearby intersection in Wyangan Avenue to remove the Palla Street slip lane was unnecessary and onerous, given the very small scale and the very low traffic generation potential of the proposed development.

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089 - Ph: 9904 3224

Both traffic reports confirmed that there was sufficient driver sight distance to/from the driveway in accordance with AUSTRROADS requirements.

Furthermore, Council's own speed surveys found that vehicle speeds in the left-turn slip lane from Palla Street was just 31.12 km/h, requiring a stopping sight distance of just 19m.

However, the *VTP* traffic report found that the available driver sight distance extending around the slip lane was 56m, whereas the *TTPP* report found that the available driver sight distance was 58m.

Thus, the available driver sight distance is well in excess of the 19m sight distance nominated by Council.

It is noted that driver sight distance is measured along the vehicle path of travel in accordance with AUSTRROADS and AS2890 requirements, and *not* the direct line of sight.

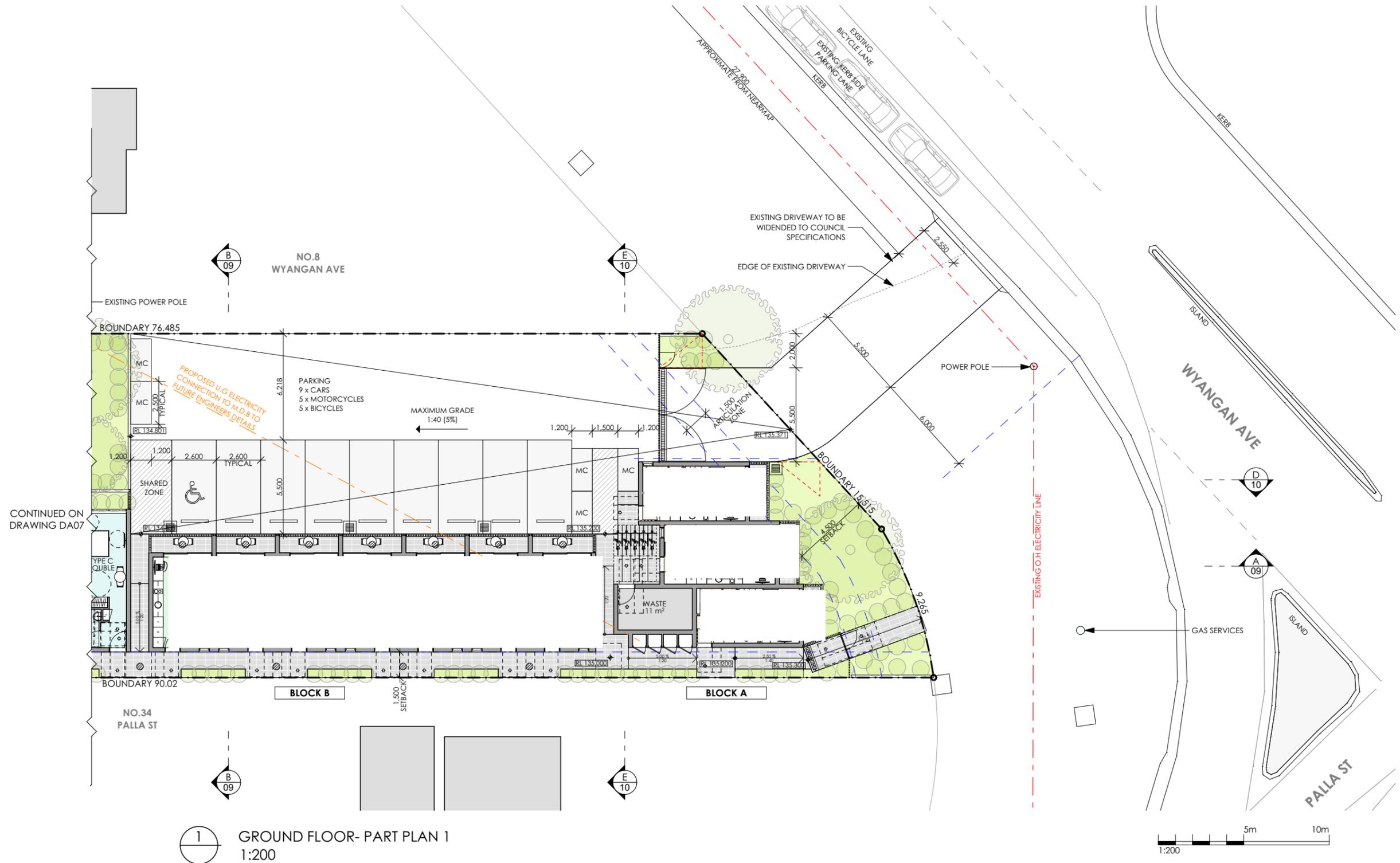
In summary, given the ample driver sight distance available, and the very low traffic generation potential of the proposed development, the proposed access arrangements are considered to be appropriate, and are recommended for approval.

Notwithstanding, should Council have any remaining concerns about the location of the existing/proposed driveway, consideration could be given to replacing the Give-Way sign in the slip lane with a Stop sign, with this work to be undertaken at the applicant's expense.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

Robert Varga
Director
Varga Traffic Planning Pty Ltd



1 GROUND FLOOR- PART PLAN 1
1:200



pti ARCHITECTURE
Tourism + Residential

Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
Parramatta Office: Level 3, 90 Phillip Street, Parramatta NSW 2150
+ 61 2 9283 0860 | www.ptiarchitecture.com.au
Nominated Registered Architect: Peter Israel (reg no 5064)
ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE
A	DEVELOPMENT APPLICATION SUBMISSION	VD	17.02.2025
B	ADDITIONAL INFORMATION CLOUDED : - ELECTRICAL CONNECTION - VEHICULAR ENTRY & EXITS	VD	04.03.2025
C	DRIVEWAY WIDENING CLARIFIED	VD	10.03.2025
D	DRIVEWAY RELOCATED	VD	22.04.2025
E	BLOCK D RECONFIGURED TO BE 5M FROM OVER HEAD POWER LINES	VD	30.06.2025

CLIENT:
MARK SECIVANOVIC

PROJECT TITLE:
**PROPOSED CO-LIVING DEVELOPMENT
6 WYANGAN AVE, GRIFFITH**

DRAWING TITLE:
GROUND FLOOR- PART PLAN 1



NORTH POINT:
DRAWN BY: VD/ JR
CHECKED BY: PJ
SCALE: 1:200 AT A3
PROJECT No: P753
stage: DA 06 revision: E

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Alana McGibbon

From: Glenys Gaffey [REDACTED]
Sent: Wednesday, 5 March 2025 11:28 PM
To: GCC Admin Mailbox
Subject: Proposed Development Plans

5th March 2025
Glenys and Gordon Gaffey
[REDACTED]
[REDACTED]

Dear Kerry Rourke.

I am writing to you about the proposed development application of -
No. 27/2025
Lot 19
Section 51,
DP 758476
6 Wyangan Avenue
Griffith NSW 2680.

I wish to express my utmost disapproval of the anticipation of the proposed development site.

Palla Street and the near surrounding areas within the vicinity of 6 Wyangan Avenue is busy enough at peak times let alone during other hours.

To add more traffic and multiple co-living spaces in a Family Oriented Peaceful living area is ridiculous.

There are also many young children, elderly and disabled residents living here in This area that have had NO consideration taken into account at all.

There's more than just six (6) homes that will be hugely impacted here in question of this disruption and potential damage surrounding this project involved you Propose to us.

Many many good homes and good people live within a very short distance from the proposed buildings that you have mentioned, will also be largely impacted.
The monstrosity of buildings and the traffic and people coming and going at all times will largely be impacted by all in this North Griffith Area.

I feel that putting a very large number of residents in a large buildings in a happy community here, would only be a recipe for disaster.

I'm sure that this type of housing can be placed else where in Town without question.

The thought of more endless traffic and unavailable parking within the block property itself, would definitely impact parking in front of our homes.

This has caused continuous congestion in the past with The Building of the new Hospital and parking overflow down our streets and even in our driveways and partially over our driveways.!!

I'm sure the Proposed property in Question would also infringe parking along our homes again.

The traffic and amount of people involved here should be taken more into consideration rather than A Massive Building on the CORNER of a busy street in a respectful area.

Griffith has many many other options to this particular housing than where you propose to put it.

We as a family once again am NOT happy at all about this project and situation of your building Monstrosity proposal.

Most certainly More residents should have been notified here and not just the few you have sent a letter to.

This has been our Family Home here for nearly 40 years and to see this try and happen now is nothing short of a disgrace.

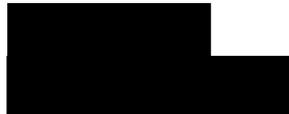
I'm sure if such a building was put next to your home and in your neighbourhood this would certainly cause some major issues with your family.

Regards
Glenys and Gordon Gaffey

Alana McGibbon

From: Glenys Gaffey [REDACTED]
Sent: Thursday, 6 March 2025 10:55 PM
To: GCC Admin Mailbox
Cc: Cr Doug Curran; Cr Anne Napoli; Cr Shari Blumer; mdalbon@griffith.nsw.gov.au; Cr Jenny Ellis; sgroat@griffith.nsw.gov.au; Cr Tony O'Grady; Cr Christine Stead; Cr Laurie Testoni
Subject: Proposed Property Development

6th March 2025
Glenys and Gordon Gaffey



To The General Manager
Dear Brett Stonestreet.

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There's more than just six (6) or so homes that will be hugely impacted here in question. The disruption and potential damage surrounding this project involved you intend to Propose to us.

Many many good homes and many more good people live within a very short distance from the proposed buildings that you have mentioned. These people and properties will also be largely impacted.

The monstrosity of buildings, the extra traffic and people coming and going at all times of the day and night will largely be impacted by all people in this North Griffith Area.

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Builders coming and going, dust, construction noise and continuous disruption to our neighbourhood would be unbearable to everyone around this area.

I'm sure if such a building was put next to your home and in your neighbourhood this would certainly cause some major issues with your family's also.

Regards
Glenys and Gordon Gaffey

GLENYs GaFFeY

Alana McGibbon

From: Glenys Gaffey [REDACTED]
Sent: Saturday, 8 March 2025 7:17 PM
To: GCC Admin Mailbox
Cc: Cr Doug Curran; Cr Anne Napoli; Cr Shari Blumer; Cr Jenny Ellis; Cr Tony O'Grady; Cr Christine Stead; Cr Laurie Testoni; Cr Mark Dal Bon; Cr Scott Groat
Subject: Proposed Property Development

6th March 2025
Glenys and Gordon Gaffey

[REDACTED]
[REDACTED]

To The General Manager
Dear Brett Stonestreet.

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No. 27/2025
Lot 19
Section 51,
DP 758476
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Regards
Glenys and Gordon Gaffey

Alana McGibbon

From: Catherine Wren [REDACTED]
Sent: Tuesday, 11 March 2025 1:34 PM
To: GCC Admin Mailbox
Subject: DA27/2025 - 6 Wyangan Avenue - Objection

To the General Manager

I would like to lodge concerns with DA27/2025 - 6 Wyangan Avenue.

I own the property at [REDACTED] that I currently rent out.

I am not opposed to any development of this block for a co-living development, however, I would like to ensure that Council are fully considering the traffic implications of this development and hope that these can be addressed.

- The proximity of the driveway to the Palla Street intersection and the amount of traffic that uses that intersection (including bus and truck); when I lived at the property (from 1999-2013) it was difficult enough to get out of my driveway during the peak times let alone if you are even closer to the Palla Street intersection.
- When I first bought the house the occupant of 6 Wyangan Ave would drive over my nature strip to use my driveway as an easier option. I do not want anyone doing this and having to request my tenant or real estate agent to police this. I have spent money landscaping and irrigating the area and I don't want it impacted by vehicles, which will happen if there is no barrier to stop, but then that barrier impacts pedestrian movement.
- The development allows for up to 34 people but only nine car spaces are provided; what happens if even half of the occupants have a vehicle?? There are limited options for safe on street parking that do not impact on adjoining properties. Are they going to start parking on the nature strip and impacting on traffic views? I do not want my nature strip used as an informal overflow car park; I understand that this can be policed and fined. Any overflow parking from this development could impact on options for visitor parking to my property
- Having only one dedicated entry exit - how does it impact on the flow of traffic coming around the Palla Street corner? If a vehicle is coming out of 6 Wyangan and a vehicle wanting to into 6 Wyangan I feel it would increase the risk of being rear ended when coming around the Palla Street intersection when a car could come to an abrupt stop to let another car out. That's great they have got a plan of how it will work but in reality traffic does always do what is on paper and it will flow and work as easily as depicted. People will not follow the flow as drawn when entering and exiting the property. This screenshot taken from the website NearMap shows mud lines on the road show that traffic exits this driveway and turns right onto Wyangan Ave.

Regards
Catherine Wren
[REDACTED]

OBJECTION LETTER TO THE PROPOSED DEMOLITION AND DEVELOPMENT
APPLICATION OF 6 WYANGAN AVENUE, GRIFFITH - NO27/2025, LOT19
SEC51

16/03/25

Mr Glenn O & Mrs Karren L Johnston



Planning Department

Griffith City Council

1 Benerembah Street

Griffith NSW 2680

Dear Kerry Rourke,

Re: Objection to the Demolition of the Existing Building and Proposed Development of a Co-living Housing Project for 22 People

We are writing to formally object to the proposed demolition of the existing building located at 6 Wyangan Avenue, and the subsequent development of a co-living housing project intended to accommodate 34 people.

1. Impact on Local Infrastructure

The proposed development of a co-living housing project for 22 individuals will unduly strain the existing infrastructure, including water, sewage, and waste management systems. Our neighbourhood is already facing challenges in accommodating the current population, and adding more residents without a corresponding upgrade to the infrastructure would exacerbate these issues.

2. Traffic and Parking Concerns

The increase in population density due to the proposed development will lead to significant traffic congestion and parking problems. The streets around 6 Wyangan Avenue are not designed to handle the additional traffic that 22 new residents and their visitors will generate. 2 businesses in sides streets, Kooba and Palla already take up, on the street, car spaces and the intersection makes parking unsafe across the road. This will not only inconvenience current residents but also raise safety concerns, particularly for children and the elderly.

3. Environmental Impact

The demolition and new construction would have a detrimental effect on the local environment. The process of demolition and construction produces considerable dust, noise, and pollution, which would adversely affect the health and well-being of nearby residents. The workplace conditions at the development will add to the traffic problems already explained.

4. Social Impact

Our community has a unique social fabric that could be disrupted by the introduction of a co-living housing project. Such developments often attract transient populations, which can undermine the sense of community and long-term neighbourly relations that have been cultivated over the years.

5. Alternatives and Recommendations

Rather than demolishing the existing building, we urge the council to consider alternative solutions, already empty land spaces are available all over the city of Griffith. An example of this is currently the empty block for sale at 7 Koorinal Street Griffith with access from front and rear streets.

In conclusion, we respectfully request that the planning department reconsider the approval of this development due to the significant concerns outlined above. We are confident that a more balanced approach can be found to meet the housing needs of our community while preserving its character and infrastructure.

Thank you for considering our objections. We look forward to your response.

Yours faithfully,

Glenn and Karren Johnston.

Brett Stonestreet

General Manager

Griffith City Council

Benerembah Street

Griffith NSW 2680

Dear Mr Stonestreet

I write to you to lodge a submission regarding the following Development Application received by Griffith City Council.

Application: Development Application (27/2025.1)

Description: Demolition of existing structures & Construct co-living housing development

Submitted Date: 26/02/2025

Application Type: Development Application

6 Wyangan Avenue Griffith 2680 NSW (Lot: 19 Sec: 51 DP758476)

I object to the development on the grounds that the proposed development site is located too close to the intersection where Palla Street and Wyangan Avenue meet.

Traffic turning left from Palla Street onto Wyangan Avenue is precarious as it is let alone taking into consideration additional vehicle movements coming and going from the proposed site. There is also a power pole adjacent to the proposed driveway access to the property which adds additional risks to traffic and residents if the pole was taken out in a vehicle accident.

The proposed development site is also on a designated B Double Route which presents additional risks.

Kerbside rubbish collection presents further risks being so close to the corner. A waste collection truck will be parked there for considerable time when you consider there could be a maximum of 15 Sulo bins each fortnight and nine bins weekly. Add to that the intention that Griffith will also be getting green waste bins in the future.

There will be accommodation for more than 20 residents and there are nine off street parking bays for cars and five parking bays for motorcycles and five for bicycles. Where will the overflow of vehicles park if they can't be accommodated on site and as the proposed development does not include visitor parking where will these vehicles park.

While I support the developer's confidence on investing in more affordable housing that Griffith desperately needs my complaint solely relates to proximity to the intersection of Palla Street and Wyangan Avenue.

If the DA complies with Griffith City Council's Traffic Management Plan then the plan needs to be reviewed or there needs to be flexibility to consider the individual circumstances of developments that pose a considerable risk. It can't be a one size fits all policy position.

It is difficult to comprehend the level of risk by looking solely at the necessary planning documents and the Development Application. To get a full appreciation for my complaint I believe elected

Councillors, Griffith City Council planning staff and senior management should visit the site personally to assist them with their decision making.

Yours sincerely
Craig McIver



Alana McGibbon

From: [REDACTED]
Sent: Tuesday, 18 March 2025 11:29 PM
To: GCC Admin Mailbox
Subject: DA No: 27/2025(1)

Dear General Manager,

Firstly, as per below, i request that my name, address and phone number be withheld from public access and this submission due to the location of my property.
I am supplying these details to you, the General Manager, so you can understand and consider my concern with this proposal relevant to my property location.

"You are not required by law to supply Council with your name and address. You may choose to make an anonymous submission, but you should note that without your name and address we will not be able to assess the accuracy of any issues you raise relative to the proposal."

I am writing to you to voice my objection and concerns against the proposed development at 6 Wyangan Avenue, Griffith.
DA No: 27/2025.

I believe this "type" of development, that being "Co-Living", is not the type of development that should be constructed in this family orientated / residential housing area.
I am personally all for the progress and development of our beautiful town, yet i don't believe we need to achieve this by encroaching on these desirable family orientated residential areas.

This type of development is not going to enhance the area nor help address the housing shortage issue that is affecting Griffith and the surrounds.
The already very busy and dangerous intersection will only get worse with the "up to" extra 32 inhabitants having to negotiate that corner and crossing everyday, let alone there is only 9 car spaces within the proposed development.

If this proposal was for perhaps 2 or 3 units, similar to down the road at 30 Kooba street, not only would that help house more families but i would think neighbouring residents would not be as opposed to that idea.

Instead, it feels like it will be more like down the road at 112 Binya street, "The Original Backpackers", especially with the 22 rooms and large "communal area".. Sounds like many sleepless nights for neighbouring residents.

This development feels like it will only unsettle it's surrounds with its 32 frequently everchanging inhabitants.

As stated above, i am all for progress and development of our beautiful City yet I feel This "Co-Living" development is simply not the right type of development for this location.

Regards,



Andrea Crockett



The General Manager
Griffith City Council
1 Benerambah Street

Griffith, NSW 2680

19th March 2025

Subject: Formal Objection to Proposed Co-Living Development at 6 Wyangan Avenue, Griffith

Dear General Manager,

I am writing to formally object to the proposed co-living development at 6 Wyangan Avenue, Griffith. As a concerned resident, I strongly believe that the development, in its current form, will have a detrimental impact on our community due to inadequate parking provisions, increased traffic congestion, strain on public transport and local infrastructure, negative effects on the residential character and amenity, social and security concerns, and environmental consequences.

Enclosed with this letter is a detailed submission outlining the reasons for my objection. I urge the Griffith City Council to carefully consider the concerns raised and either reject the proposal or require substantial modifications to ensure it aligns with the best interests of the local community.

I appreciate your time and consideration of this matter. Please confirm receipt of this objection, and I would welcome any opportunity to discuss my concerns further.

Yours sincerely,

Andrea Crockett

Andrea Crockett

CC. Mayor and Councillors

Argument Against the Proposed Co-Living Development at 6 Wyangan Avenue, Griffith

1. Inadequate Parking Provision

- The proposed development provides only 9 off-street parking spaces for 22 co-living units, significantly below the requirement of 11 spaces as per the State Environmental Planning Policy (Housing) 2021.
- No visitor parking is provided, which could lead to increased demand for on-street parking, impacting existing residents and visitors.
- Wyangan Avenue is a local residential street where kerbside parking is already utilized, and the additional demand from this development will cause congestion and inconvenience for existing residents.

2. Increased Traffic Congestion

- The projected increase in peak hour traffic generation is estimated at 2.3 vehicle trips in the morning and 3.6 in the afternoon. While this may seem minimal in isolation, the cumulative effect of additional vehicles entering and exiting the site will likely impact the smooth flow of traffic on Wyangan Avenue.
- The proposed driveway location, while deemed acceptable in the report, will still create conflicts with existing traffic patterns, particularly with vehicles turning into and out of the site during peak hours.
- The right-turn exit from the site relies on sufficient sight distance, but given the presence of a short median island near the Wyangan Avenue and Palla Street intersection, potential hazards for both exiting vehicles and through-traffic remain a concern.
- Furthermore, **JZ Homes has received approval for the construction of 700 homes near Lake Wyangan**, with construction set to commence this year. This large-scale development will **significantly increase traffic volumes along Lake Wyangan**, not only during the construction phase but also upon full occupancy.

This objection highlights the **traffic congestion risks** associated with the proposed development and the broader **cumulative impact of ongoing and future developments** in the area.

3. Strain on Public Transport and Local Infrastructure

- The report argues that the site's proximity to public transport will reduce car ownership and usage among residents, yet Griffith's public transport services are limited, with only a few bus routes and infrequent train services.
- Public transport may not be a viable alternative for all residents, particularly those working outside standard business hours or in locations not well-served by existing routes.
- The additional residents from this development will place further strain on existing local infrastructure, including roads, footpaths, and public amenities, which are not adequately equipped to support increased demand.

4. Negative Impact on Residential Character and Amenity

- The development proposes to replace a single residential dwelling with a high-density co-living facility, which will alter the character of the neighbourhood and lead to overdevelopment of the site.

- Increased noise levels, reduced privacy, and higher occupancy density will negatively impact the quality of life for surrounding residents.
 - Waste collection is proposed to be kerbside, which will lead to additional clutter on collection days and potential hygiene concerns if bins are left unattended.
5. **Social and Security Concerns**
- Co-living developments often experience high tenant turnover, which will create instability in the neighbourhood and make it difficult to foster a sense of community.
 - The lack of a clear long-term management strategy for addressing conflicts among residents, maintaining communal areas, and ensuring security could lead to ongoing issues.
 - Increased occupancy density may heighten concerns about anti-social behaviour, noise disturbances, and emergency service access.
6. **Environmental Impact**
- The development's high-density nature may increase stormwater runoff, putting additional pressure on existing drainage systems.
 - Without adequate waste management strategies, there is potential for increased littering, improper disposal of rubbish, and environmental degradation.
 - The replacement of green space with built structures may contribute to urban heat island effects and reduce local biodiversity.
7. **Non-Compliance with Ideal Parking Standards**
- While the development technically adheres to SEPP (Housing) 2021, the reliance on minimum parking standards rather than best practice will not be in the best interest of the community.
 - The development control plan (DCP) emphasizes the importance of adequate off-street parking to mitigate overflow onto local roads, a requirement this proposal fails to sufficiently address.

Conclusion

Given the significant concerns regarding parking inadequacy, increased traffic congestion, strain on public transport, negative impact on local character, social and security risks, environmental issues, and potential non-compliance with best practice parking provisions, **this development is not suitable for the proposed location.** The Griffith City Council should reconsider approval or require substantial modifications to the proposal to better align with the needs and expectations of the existing community.



19th March, 2025

RE: Development Application No. 27/2025 proposed development on Lot 19 Section 51 DP 758476 – 6 Wyangan Avenue GRIFFITH – Applicant – Mr M Secivanovic

To Whom it May Concern,

This written submission is in response to the recent Development Application named above, for the construction of Co-Living housing at 6 Wyangan Avenue.

Please note, **I do not wish that the following submission be publicly distributed/made public**, as I wish to keep the details [REDACTED] private. Your discretion in this matter is greatly appreciated.

[REDACTED]

I wish to raise the following concerns as reasons for my opposition for a development of this nature.

- The proposed plans indicate that **the pathway to individual units and their entrance doors** [REDACTED] and, therefore, [REDACTED]. The high level of [REDACTED] particularly if the housing provision targets hospital shift workers. [REDACTED] additional sleep disturbances are not welcome.
- The **parking provisions detailed in the plans are inadequate** for the proposed number of residents. No provisions have been made for visitor parking. It is expected that additional vehicles will over-flow into the reserve/dirt area that exists on the corner, in front of 6 Wyangan and [REDACTED] Palla, causing congestion, an eye-sore and blocking driveway access. No details of how “restricting the parking of vehicles within the road reserve” will occur in practice. [REDACTED]
- This area of **North Griffith is a family suburb**, [REDACTED]. I purchased my home with this in mind as a main motivation. This development will not be a “home” to residents, who will not be motivated to take pride in the upkeep or tidiness of the space. There will be little opportunity to get to know transient neighbours.
- **Transient residents may bring with them problems often associated with low socio-economic circumstances**, including substance abuse and violence. The potential impact of this on feelings of **safety for** [REDACTED] are significant.
- **Increased traffic** in an already busy intersection, including higher numbers of vehicles slowing to turn into the reserve, close to the intersections from both Palla and Wyangan.
- The **language contained within the documents of the Development Application is unclear, contradictory and, in some cases, incorrect**. It is cause to assume that management of the site will have considerable flexibility and loop holes to operate the property as they see fit once it is built. I refer specifically to the following extracts from the **‘State of Environmental Effects’ document**:
 - *“The housing strategy identified that Griffith has a higher-than average rate of **homelessness** compared with NSW, and an increased number of people who are marginally housed (i.e those living in*

*overcrowded conditions, in cars, or other temporary or insecure housing). This development is proposed to provide additional affordable rental accommodation, of which is of a high-quality design, on a centrally located site. The development will provide accommodation to **diverse and very low to moderate income households** for 22 adults.” This inclusion is contradicted by;*

- “Potential occupants would consist of **fly in fly-out workers, health services professionals, retirees**, and those of whom conventional home ownership is not affordable or suitable for their needs or desired lifestyle”. Impacts upon residents may vary greatly depending on whether the new residences at 6 Wyangan are made available to low-income households versus locum professionals.
- “**An onsite manager is to be employed and will be required to reside onsite** and oversee the facility's running and management”, later contradicted by “Matters to be addressed in a Plan of Management would include... management and supervision through an onsite manager **or regular visits**”. The unclear nature of this language implies that surrounding residents are not protected against the problems resulting from the absence of permanent onsite management.
- “**The site has a single driveway to Wyangan Avenue** located 31 m from the intersection at Palla Street and 11m from the yield line of the slip lane from Palla Street to Wyangan Avenue”. **This excerpt from the ‘State and Environmental Effect’ document provided with the application is incorrect.** Currently, the driveway of 6 Wyangan Avenue adjoins a shared reserve with multiple exit points onto both Wyangan Avenue and Palla Street. Over the past 10 years, the many residents of 6 Wyangan Avenue and [REDACTED] Palla have consistently and jointly made use of all exit points, [REDACTED] the space in front of each other’s houses.
- “Key measures to ensure the amenity of adjacent residences are maintained would include... Providing an operational manual that is available to neighbours and must be implemented by the Manager and the.” Aside from this extract containing an incomplete sentence with details of who else would be responsible for the implementation of the manual missing, it is unreasonable to expect that neighbours would desire to have cause to consult a manual to ensure peaceful living in the first place.

Until the concerns raised within this letter are addressed, I will continue to oppose the development of the proposed Co-Living Residence at 6 Wyangan Avenue.

Your consideration is greatly appreciated.

Kind Regards,

[REDACTED]

H Vowles

Date 19 March 25



Dear Mr Stonestreet

RE Submission for DA 27/2025 – 6 Wyangan Avenue, Griffith

I would like to object to this development application for the following reasons.

I'm concerned that proposed driveway ingress / egress position poses significant safety risks to road users and in particular to cyclists.

The proposal allows vehicles to exit across the cycle lane to the right or left onto Wyangan Avenue. Turning right from this point will be extremely dangerous for road users entering Wyangan Ave from the slip lane that will have no warning / unsatisfactory line of sight of a right turning vehicle potentially blocking the road.

The Palla St slip lane onto Wyangan Ave encourages left turning drivers to look right and accelerate if there is no oncoming traffic. This would mean drivers are likely to be accelerating directly towards cars that may be entering or exiting the development driveway which is located immediately at the end of the slip road.

The limited amount of carparking spaces will result in more vehicles being parked on the street as close as possible to the development, further reducing visibility.

Vehicles may need to reverse out of the development as there is no turning circle in the carpark where space is extremely limited.

State Environmental Planning Policy (Housing) 2021 must be used for required number of parking spaces as there is no Griffith policy that mentions co – living. There needs to be at least 11 car parking spaces.

20% of the site should be community open space – drawings do not reflect this as landscape plantings are shown and this is not community open space.

There is a powerline in the N/E corner which is too close to the building (this needs to be referred to Essential Energy).

The response to Council's Pre-DA comments in the Varga Traffic and Planning Assessment Report is questionable –

- ***“the current location of the proposed driveway is considered acceptable because:***

- a vehicle entering the subject site will approach the proposed driveway from the linemarked road shoulder in Wyangan Avenue, clear of the main traffic lane”

A driver should not approach a driveway from the shoulder - Road shoulder benefits (as per NSW Gov “Movement and Place) include

- Acts as a clear zone allowing errant vehicles space to recover
- Allows broken down vehicles to pull over safely away from travel lanes
- Provides a trafficable area use by emergency vehicles
- Provides clearance to lateral obstructions
- Provides a space for use by cyclists

Using this shoulder as a road lane is particularly dangerous for cyclists.

“- the proposed driveway is at the optimal location for turning into the site, as it is furthest away possible from the Wyangan Avenue and Palla Street intersection”

The proposed driveway all but runs into the slipway

“• right-turn exit from the site is considered acceptable because there is sufficient sight distance to the south to Palla Street for an exiting vehicle”

I disagree – a vehicle coming round the slipway at the speed limited does not have a safe breaking distance if an exiting vehicle is blocking the road whilst attempting to turn right. If a cyclist is waiting for the vehicle to turn right a car could come round the slipway and crush the cyclist.

Please consider these points in your decision-making process.

Regards

H Vowles

GRIFFITH CITY COUNCIL
PO BOX 485
GRIFFITH NSW 2680

Development Application No.27/2025

**(1) Proposed development on Lot 19 Section 51
DP 758476 – 6 Wyangan Avenue Griffith
Applicant – Mr M Secivanovic**

Dear Sir/Madam

We wish to submit our objection to the proposed development of 6 Wyangan Avenue.

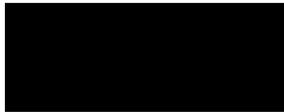
We currently own [REDACTED] and we believe that this proposed development for co-living housing would impact on all of the local residents, as per the following reasons;

- We believe that the proposed development will increase the already high levels of traffic congestion at the intersection of Palla, Wyangan and Kooba streets, as they have only allowed for 9 off street parking spaces. This was evident with recent Griffith Base Hospital Development, where there were vehicles parked on both sides of the road, making driving conditions hazardous.**
- The proposed development will impact on the family feel of the area. It will increase the noise level and security due to the number of residents. It will change the community neighbourhood. Wyangan Avenue is a family area, which is why we feel this high density co-living development is not suitable.**
- We have not been advised as to how this facility is to be used, or the tenants that will be there. Such a facility would be better**

located in areas such as Wakaden, Coolah or Kookora Streets, which already have similar high density developments. All are close to the city centre and serviced by public transport.

- We feel that co-living housing could work, but the proposed location is not suitable.

Yours sincerely



(We request that our name and address be withheld)

Alana McGibbon

From: Kerry Saunders [REDACTED]
Sent: Thursday, 20 March 2025 10:56 AM
To: GCC Admin Mailbox
Subject: 6 Wyangan Ave. Griffith.

Hello Brett Stonestreet,
General Manager.
Plus all councillors.

My name is Kerry Saunders and my address is [REDACTED]. Griffith, just [REDACTED] blocks down from a proposed development at 6 Wyangan Ave.
My husband, Garry and I plus our whole family have serious concerns about this development. The traffic we experience along this road is becoming busier every day, including trucks, B doubles, motorbikes and young people in fast cars that plant their feet just around the corner coming from Wyangan Ave into Palla St. This corner has so many driveways running off it with a service station opposite, family homes, plus Kooba St. running in both directions immediately around the corner, hospital end traffic, kids trying to ride push bikes, kids crossing the road before and after school. There are no footpaths for pedestrians. I fear for anyone trying to walk anywhere around this corner, in particular my own grandchildren. I find the idea of adding more congestion in this particular area mind blowing! A tragedy waiting.

For us living here, just turning into our own driveway is risky at times with having to slow to almost a crawl and putting the indicator on in the previous block, to have cars following so closely behind with angry looking drivers thinking we are turning the corner. Very scary.

I have to ask where will tradies, trucks and equipment for the construction of this development be parked? In front of all of our houses again as was for the hospital build? Blocking driveways, blocking the view for backing out of our driveways for months or road closures disrupting a wider range on North Griffith residents?

Surely there must be a more sensible site for some consideration.

Kerry Saunders

A: [REDACTED]
E: [REDACTED]

Wyangan Avenue
Griffith NSW 2680

21 March 2025

Griffith City Council
1 Benerambah St
Griffith NSW 2680

By email only: admin@griffith.nsw.gov.au

Dear Sir/Madam,

RE: Objection to Development Application No. 27/2025 – 6 Wyangan Avenue, Griffith; Lot 19 DP 758476

Background

I am an occupant of the house at Wyangan Avenue, which neighbours the proposed development and am writing to express my objection.

I have been residing at Wyangan Avenue, Griffith since 2015. The neighbourhood is busy, the traffic is constant and the people living in the neighbourhood are a diverse mix of different cultures, young families and elderly people.

Compatibility

The design of the proposed development is incompatible with the local area.

In this respect, the applicant's Statement of Environmental Effects notes that the majority of the buildings in the area are single detached one-storey dwellings.¹ No other developments of this nature are referred to on Wyangan Avenue or in the immediate vicinity of the proposed development.

Further, it is stated that, "Due to the long narrow nature of the building, the development would appear similar to a single detached dwelling from the street."²

However, this assumes that it is only the view from the street which is relevant to determining compatibility.

Occupants in the house I live in, as well as those on the other side of the proposed development, would be presented with a harsh, largely featureless side view, akin to an industrial development. It appears that all of the design effort has been applied to the street view and none to the side view.

The development is essentially being "shoehorned" onto the lot, leaving little room for landscaping which might otherwise mitigate the harsh views, noise and lack of privacy which the development would afford, or for any significant architectural features. For example, there is no landscaping at all contemplated (or possible) in the eastern approximately one half of the development, adjacent to the carparking.

¹ Page 12

² Page 13

Traffic

Having lived adjacent to the site for some 10 years, I have good knowledge of the traffic and parking situation.

This particular intersection could easily be one of the busiest and most dangerous in Griffith it is used daily by hundreds of people in cars, motorcycles, bicycles, small and large trucks and is one of the main roads linking the CBD to North Griffith, Lake Wyangan and Nericon. I have witnessed many accidents and near misses and have also had a few myself.

I do not believe that the Traffic and Parking Assessment report prepared by Varga Traffic Planning Pty Ltd dated 7 February 2025 fully appreciates the dangerous nature of the intersection. This is exacerbated by the fact that the report contemplates a right-turning exit, towards the intersection.

If you live or visit this location frequently, you will know this location is not an ideal position for a driveway, the location of the proposed and current driveway may as well be on the intersection and is only a very short distance away from a cement traffic island in the middle of the road. Vehicles coming from Palla Street and turning onto Wyangan Ave, have a habit of speeding up around the bend and only looking for traffic coming from the driver's right-side direction. The driveway is in a dangerous position, vehicles that currently enter and exit this driveway usually have difficulty navigating the traffic in both directions safely and as the next-door neighbour I have witnessed many near misses involving cars from that driveway and many accidents on the intersection involving cars, motorbikes, and pedestrians. My driveway is further away from the intersection but myself and my family still have issues navigating our entry and exit on a daily basis. As mentioned earlier, vehicles coming around the bend tend to only pay attention to traffic on their right-side and when they aren't required to give way they generally speed up and move through the intersection. On occasions I have slowed down and indicated I am turning left in my driveway it's not uncommon for a vehicle to slam its brakes on behind me or swerve to avoid a collision. This also happens when cars on Wyangan Ave are turning right into Kooba Street. If this development is approved the traffic entering and exiting 6 Wyangan Avenue will increase dramatically and no doubt contribute to more congestion and potentially more accidents.

Further, I already witness many drivers coming from this lot the subject of the application who when exiting will drive over the nature strip to exit on my driveway rather than the driveway servicing the lot, owing to its proximity to the dangerous intersection.

Parking

The DCP contemplates a minimum of 0.4 parking spaces for each co-living room, which the proposal just meets.

I believe that this will be inadequate in practice and that it will lead to increased parking congestion on the street and on the adjacent nature reserve.

Public transport options within, to and from Griffith are (despite the impression given in the Varga report) few and poorly patronised. In consequence, private motor vehicle ownership and use is particularly high and this is unlikely to change in the foreseeable future.

The Statement of Environmental Effects indicates that there may be up to 2 occupants per room, for a total of up to 42, excluding the manager's accommodation.³ It is unknown how many persons the manager's accommodation is likely to house.

Assuming that this maximum occupancy is adhered to and enforced plus 2 in the manager's accommodation, this would mean that the parking allowance could be as low as 1 space per approximately 4.9 occupants. This makes no allowance for additional visitor parking.

³ Page 29

I believe that it is highly likely that this will lead to a substantial increase in on-street parking, substantially aggravating an already dangerous intersection.

Petition

I would also like to submit along with my submission copies of a paper petition and online petition objecting to this development. Many locals have signed and are against the approval of this application, any further correspondence relating to both the paper and online petition are to be address to myself.



Natasha Di Fiore

Objection to Co-Living Development Application

The people whose names, addresses, contact numbers and signatures appear below, petition the Griffith City Council as follows:

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The proposed development will consist of accommodation for up to thirty-four (34) people, this will be made up of nine (9) rooms with a single bed, twelve rooms each with a double bed, a communal space, a waste room and Manager's accommodation. The proposed development proposes ONLY nine (9) vehicle parking spaces, five (5) bicycle spaces and five (5) motorcycle spaces.

We residents are extremely concerned about the potential impacts of the anticipated development in our neighbourhood, aside from the high traffic volumes in the area all the residents live together harmoniously. This is not just a place where we live, it's our sanctuary and a safe area where our children grow and thrive. The planned construction threatens to disrupt this peace and poses potential hazards such as exposure to noise and dust from construction, uncertainty and stress which will be caused by the number of unknown people who will be frequently inhabiting the proposed development. Furthermore, the increased traffic and lack of sufficient car parking during and after the construction process will present safety risks. We call upon the local authorities to reject this proposed development. We urge everyone who cherishes the sanctity of safe quiet neighbourhoods to support our cause by signing this petition.

Note to people signing this petition:

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Teneeka Andreatzza			
Rhea Suman			
BROOKE SCARFO			
Simone Caropardo			
NATASHA DIFIORE			
Caterina Violi			
Jacinda Violi			
Oliuicia W-B			
Jeanne Cubellini			
ROSA DIFIORE			
PINO DI FIORE			
Angelina Ufforja			
schandelle Peire			
ASTON sforza			
Pauline Crowe			
Kristy O'meley			
Michelle Maranda			

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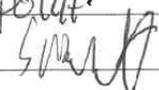
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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
June Pattison			
Jacob Brace			
DARREN BRACE			
WAYNE MCKENZIE			
Dino Fattore			
KEVIN O'KEEFE			
J-ALUM			
Ena Munro ^{-needs more parking-}			
Doris			
Eva Goode			
Susan Tyrrell			
Louise Ippoliti			
Ian Ippoliti			
Vine 			
K. Moore			
N. Rossita			
Candice Grafton			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Giuseppina Lapina			
Roshan Marcelo			
Srijana Dhunge			
Manjinder Sidhu			
Tamara Sulaxan			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Gordon GARRY			
Rebekah Wilson			
Natalia Uafalelehi			
Petelo Uafalelehi			
Ben Anthony			
Melissa McLean			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
<i>Samuel Franke</i>			
<i>MARIN COSLOVIC</i>			
<i>Bran Amer</i>			
<i>Harold Dyer</i>			
<i>Liz Dixon</i>			
<i>Scott Dixon</i>			
<i>Ben Suine</i>			

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ALAN ROSSETTO						
PAUL MUIR						
NEIL ALEXANDER						
JANICE WILSON						
Shane Hill						
Mitchell Hill						
Samantha Hill						
PHILIP TYNDALL						
PHILIP TYNDALL						
Peter Saunders						
JOHN VITUCO						
JOSH MARIN						
IAN IPPOLITI						
JACK PUNCI						
TRISHA O'BRIEN						
BILL SANCIBRA						

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LARISSA			
Kaylene			
Lectia Pendlebury			
Rebecca McIvor			
Liam Butler			
Nick Hutchison-Spence			
Katrina Moore			
Paul Lok			
GAIL Northey			
Mike & Heather Ward			
Dawn McKenzie			
STUART HEFFER			
JORJA HEFFER			
Tayla Heffer			
Nadine Johns			

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Mark Tynan			
Michael Crowe			
Rebecca Hill			
Alex Johnston			
Shirley Sivewright			
IAN SUPERIKIT			
Linda Johnston			
Sarah McLean			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Gub Pasia			
Robyn Murphy			
Craig Murphy			
GAEH HUNT			
JULIE HUNT			
A MORETTE			
A. Rossiter			
N. Bennett			
J. Ingold			

Objection to Co-Living Development Application

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Kitaya Clarke			
Jake Baker			
Ella Salvestio			
Melissa Sergi			
MARGARET PORTORS			
Karina Crooks			
Lenny Vasta			
Rolita Fidow			
Donna Maugeri			
Ross Nangen			
Mary Wilson			
Shaneen Gray			
Peg Webster			
JENNIE FISHER			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
CATHY McDONALD			
Lyn GOSWETT			
John Duker			
Nicola Clark			
Fay PILLONI			
Gabriella Salvestrin			
SAM STUCCI			
LUNETOA OR FOUSINE			
GARRY TURNER			
NICOLE MURRAY			
COLLEEN DEMARCO			
TIA TU'UTA			
FRANK VIOM			
SAN CATAVZANI			
A AGOSTINO			
F ROMEO			
CARMELINA IRVIN			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
GLEN THOMAS			
MICHELLE THOMAS			
FRED GARDON			
Hubert Klemm			
Steven Riggs			
PHILIP - DeSALVA			
Ave LITCHFIELD			
Don Litchfield			
Rob Brown			
CRAIG MAYER			
Stephen Collins			
Chloris Nolan			
Ben Frost			
CLAIRE FROST			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Jana Clifford			
David Gately			
Ron Nodan			
Riley Priest			
GARRY MEEHAN			
Simon Battocchio			
LIAM MACKAY			
Darryn Waite			
JEWINE WARREN			
SAMUEL MILES			
SARMINA			
TEMY GLEW			
Matthew Brown			
ANTONIO			
Ryan Corbery			
Dean Hawler			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Ryan Campbell			
Laurie Taylor			
Cheryl Mott			
Glenn Scott			
BN			
Katrina Turner			
E. Hecker			
D McKersie			
J Galusauskas			
Elena Conte.			
Abbie Hardwick			

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Leanne Kennedy			
Jay Andreatta			
Donna Bretag			
Leeanne Cooper			
Madeline Serafin			
Alana Davies			
Rhiannon Watt			
Pat Zirkic			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Loretta Cullen			
JOHN MARCUS			
S. Moran			
Morana Violi			
Joe Biorbino			
Sara Pixley			
Henrie Crump			
Vanessa Barnes			
Amanda Wells			
Elle Vearing			
GIORGIA SALVESTRO			
Kirsty Cammish			
Damon Cammish			
Georgia DeMarco			
Hannah Kelly			
Cheryl Mcintosh			

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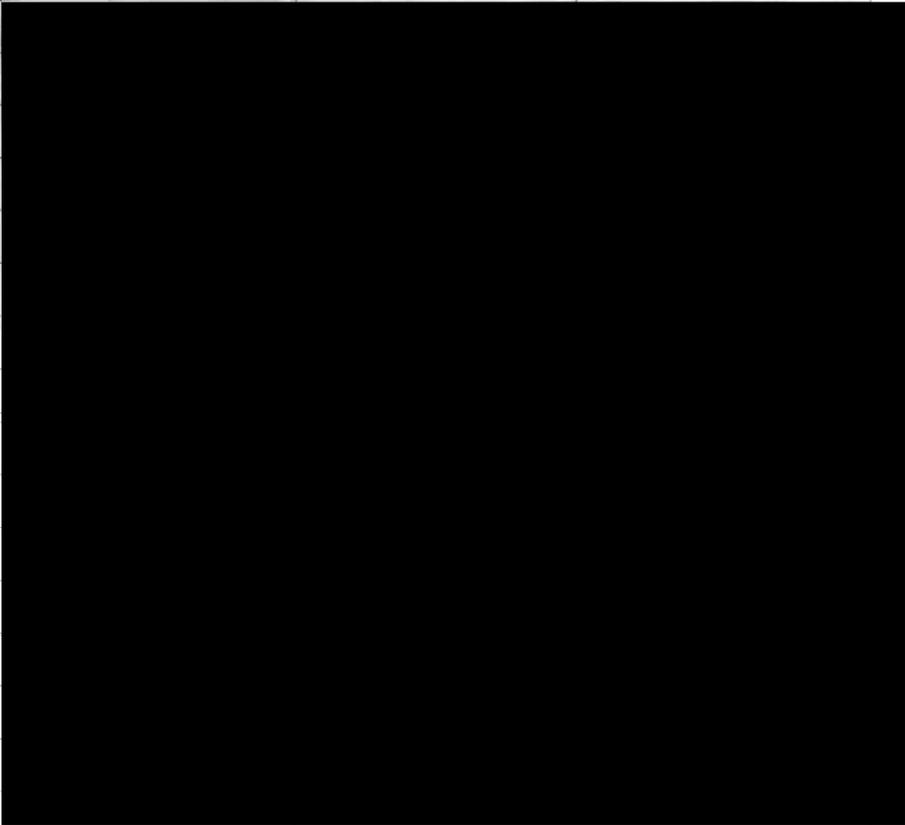
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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
Sue Mitchell			
M Vitucci			
Amada Celielmini			
Dasen Gohin			
CECILIA JOHNSONE			
MICHAEL SKATTEL			
Jess Patane			
Debbie Saweston			
CAMILLA CALABRIO			
Judith Gordon			
Michelle Lane			
Cathy Martin			
Robyn Ryan			
T. Oak			
M Mitchell			

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First Name & Last Name	Street Address & Suburb	Contact Number	Signature
CLARENCE JOHNSTON			
Chad McLean			
ALEX SCOTT			
BEC STEELE			
M Oberholzer			
David Lolpo			
Shelley Kretschmar			
D DAVIA			
J. Dodd			
E Restagno			
Michael V.			
U Spollemo			
Joseph Taliano			
Karen French			
Mark Ginsky			
JOHN CRIMMINIS			
SUE SALVESTRO			

Name	City	State	Postal Code	Country	Signed On
candice gaffey					10/03/2025
georgia burns					10/03/2025
Adriana Moretti					10/03/2025
Karen Young					10/03/2025
GLeNYs GaFFeY					10/03/2025
Lori Gaffey					10/03/2025
Lexi Lightfoot					10/03/2025
Kayla Lodding					10/03/2025
liz purtell					10/03/2025
Mel Collier					10/03/2025
Glenda Barraclough					10/03/2025
Sandi Reginato					10/03/2025
Kim Mannell					10/03/2025
Robert MacFarlane					10/03/2025
Michelle Hayes					10/03/2025
Sally Leach					10/03/2025
Rebekkah Zuccato					10/03/2025
mahesh desai					10/03/2025
Virginia O'Brien					10/03/2025
Erin Nascimben					10/03/2025
Corinne Waide					10/03/2025
Molly Light					10/03/2025
Skin10 Bugno					10/03/2025
Natasha Firebrace					10/03/2025
Chontelle Egan					10/03/2025
Dom macedone					10/03/2025
Anna Barbaro					10/03/2025
Maree Barbaro					10/03/2025
Matthew Mills					10/03/2025
Jeanette Sartor					10/03/2025
Sally Grieve					10/03/2025
Wendy Brown					10/03/2025
Shania Francis					10/03/2025
Melissa Suine					10/03/2025
Catherine Stacey					10/03/2025
Lana Doyle					10/03/2025
Rachel Carlon					10/03/2025
Karen Cauduro					10/03/2025
Rena Sutcliffe					10/03/2025
Lee Jasnosc					10/03/2025
Laura Melvin					10/03/2025
Imogen Zuccato					10/03/2025
Dane Sutcliffe					10/03/2025
Melissa Rose					10/03/2025
MS GABRIELLE J EVANS MS					10/03/2025
Penny Male					10/03/2025

Brianna Curley		10/03/2025
Alissa Woodhouse		10/03/2025
Sarah Turner		10/03/2025
Chris Evans		10/03/2025
Chad McLeanMcLean		10/03/2025
Amelia Lolotonga		10/03/2025
Carl Chirgwin		10/03/2025
Michele Woolfe		10/03/2025
Karen patten		10/03/2025
Annmaree Mazzarolo		10/03/2025
Toni Barbaro		10/03/2025
Renee Milani		10/03/2025
Mat Evans		10/03/2025
Melissa Pisan		10/03/2025
Lauren Haas		10/03/2025
Michael Vitucci		10/03/2025
Johnnie Kemp		10/03/2025
Jack Harrison		10/03/2025
Tara Bortolazzo		10/03/2025
Maryanne Dodd		10/03/2025
Tristyn Farlow		10/03/2025
Anna Bordignon		10/03/2025
Christina Franco		10/03/2025
Michelle Lane		10/03/2025
Domenic Scarfone		10/03/2025
Tayla Mazzarolo		10/03/2025
Danielle Carbery		10/03/2025
Laura Frost		10/03/2025
Daniel Whitehead		10/03/2025
Drew Saunders		10/03/2025
Sandra Hicken		10/03/2025
Renee Webb		10/03/2025
Jessica Blandford		10/03/2025
Charmaine Zuccato		10/03/2025
Jessica Van den clarke		10/03/2025
Madison white		10/03/2025
Katrina Nehme		10/03/2025
Kevin Frank		10/03/2025
Mia Doolan		10/03/2025
Richard Oakes		10/03/2025
Bianca Barnes		10/03/2025
Vicki Greedy		10/03/2025
Sonia Callipari		10/03/2025
Adam Twigg		10/03/2025
MLiss Jones		10/03/2025
Graham Foley		10/03/2025
Natalie Cunial		10/03/2025

leanne heffer		10/03/2025
Sarah Lewis		10/03/2025
Kellie Kelly		10/03/2025
Nicky Tagliapietra		10/03/2025
Damon Mazzarolo		10/03/2025
Amber Armstrong		10/03/2025
Grace Qualtieri		10/03/2025
Deirdre Healey		10/03/2025
Emma Woods		10/03/2025
Isabelle Eldridge		10/03/2025
Andreha Tedesco		10/03/2025
Jacob Leungwai		10/03/2025
Linda Diggelmann		10/03/2025
Kayla Rosenow		10/03/2025
Lauren Oakes		10/03/2025
Karen Heffer		10/03/2025
Stacy Simpson		10/03/2025
Stephanie Crack		10/03/2025
Diana Burge		10/03/2025
Michelle Kelly		10/03/2025
Rebecca Watt		10/03/2025
Kathryn Fraser		10/03/2025
Linda Coenradi		10/03/2025
Savannah Badoco		10/03/2025
Lauren Poscoliero		10/03/2025
Yogesh Bhatt		10/03/2025
Casey Brown		10/03/2025
Robyn Butcher		10/03/2025
Mike Crosato		10/03/2025
Bec Freeman		10/03/2025
Margaret Catanzariti		10/03/2025
Ash Good		10/03/2025
Belinda Hansen		10/03/2025
Nathan Diggelmann		10/03/2025
Katrina Brett		10/03/2025
Sarah Dunbar		10/03/2025
Quon Debbie		10/03/2025
Robert Spurr		10/03/2025
David Dunbar		10/03/2025
Natasha Pittari		10/03/2025
Stephanie Crosato		10/03/2025
Scott Dixon		10/03/2025
Cindy Brown		10/03/2025
Debbie Draskovic		10/03/2025
kirsty boyd		10/03/2025
Nick Donnellon		11/03/2025
Fay Johnstone		11/03/2025

Jan Broome		11/03/2025
Stephanie Star		11/03/2025
Kelli Bordignon		11/03/2025
Joanne Campione		11/03/2025
Maggie O'Loughlin		11/03/2025
Daniela Raciti		11/03/2025
Daisy Armstrong		11/03/2025
Michelle Barbaro		11/03/2025
Hannah King		11/03/2025
Fiona Burley		11/03/2025
Danielle bernardi		11/03/2025
Tamara Hastedt		11/03/2025
Carmon Bernardi		11/03/2025
Narelle Bellincanta Duxbury		11/03/2025
Dana Cabrera		11/03/2025
Clare Bowditch		11/03/2025
Sandra Bishop		11/03/2025
Victoria Martin		11/03/2025
Rosa Bugno		11/03/2025
Adele Rosa		11/03/2025
Pamela Waide		11/03/2025
Katie Romeo		11/03/2025
Melita Ieraci		11/03/2025
Abbey Ieraci		11/03/2025
Ian Carter		11/03/2025
Janine Makepeace		11/03/2025
Carolyn Snow		11/03/2025
Frances Bloomfield		11/03/2025
Anne Mills		11/03/2025
Renee De Benetti		11/03/2025
Terry Hicken		11/03/2025
Helen Cambrell		11/03/2025
Tracey Dussin		11/03/2025
Rhiannon Mohr		11/03/2025
Yvette Stewart		11/03/2025
Sabine Mazzarolo		11/03/2025
Tracy Mills		11/03/2025
Savannah Stewart		11/03/2025
Tre Cottom		11/03/2025
Beverley Clark		11/03/2025
Katie BILLING		11/03/2025
kristy foggiano		11/03/2025
Mikaela Hodge		11/03/2025
Rob Brown		11/03/2025
Maria Bianchini		11/03/2025
Sebastian Nascimben		11/03/2025
Foni Uoifalelahi		11/03/2025

Toney Pincolic		11/03/2025
Angelina Morton		11/03/2025
Christine Henderson		11/03/2025
Troy Mcgillivray		11/03/2025
Emily vitucci		11/03/2025
Rosario Patane		11/03/2025
Danielle Bresolin		11/03/2025
Hemi Reweti		11/03/2025
Renee Grieve		11/03/2025
Melissa Butcher		11/03/2025
Alicia Puntoriero		11/03/2025
Tupou Ditoka		11/03/2025
Susana Muñoz		11/03/2025
Isabella Luo		11/03/2025
Cheryl Wood		11/03/2025
Simote Tuitavake		11/03/2025
Lizl Negus		11/03/2025
Caitlyn Patten		11/03/2025
Bernie Minato		11/03/2025
Lyn Davies		11/03/2025
Nicola Thoner		11/03/2025
Cody Stokes		11/03/2025
Nick Manning		12/03/2025
Desley Garner		12/03/2025
Manjit Singh		12/03/2025
Neal McRae		12/03/2025
Ebony Johnson		12/03/2025
Theresa burns		12/03/2025
Paul Snaidero		12/03/2025
Rakesh BUSHIPAGA		12/03/2025
Melissa Larkham		12/03/2025
Lolesio Teofilo		12/03/2025
rochelle ellem		12/03/2025
julie mcmahon		12/03/2025
Amanda Saini		12/03/2025
burgess kristy		12/03/2025
Tessa Murphy		12/03/2025
Sana Vitucci		12/03/2025
Graham Foley		12/03/2025
Roslyn Fishenden		12/03/2025
Chris Brugger		12/03/2025
Tanya Smith		12/03/2025
Chris Lymer		12/03/2025
Ashley Fishenden		12/03/2025
Brandan Gilchrist		12/03/2025
Renee Catanzariti		12/03/2025
Wendy Manning		13/03/2025

Greg and Julie Hunt		13/03/2025
Carmel Bodger		13/03/2025
Isabell Sully		13/03/2025
Tangaloa Engeliko		13/03/2025
Harley Levi		13/03/2025
Leonie Hollands		13/03/2025
David Valensisi		13/03/2025
Rachael timms		13/03/2025
Jacqueline Twigg		13/03/2025
John Christian Melano		13/03/2025
Dyan Bonleon		14/03/2025
Lynnette Kenny		14/03/2025
Connor Rankin		14/03/2025
Storme Lander		14/03/2025
Pam Di Salvo		14/03/2025
Kayleen Bromley		14/03/2025
Gayle Robins		15/03/2025
Ben Mcintosh		15/03/2025
Paul Tagliapietra		17/03/2025
Robyn Schmetzer		17/03/2025
Nicola Clark		17/03/2025
Gemma Chapman		17/03/2025
mandy rebetzke		17/03/2025
Patricia Del Guzzo		17/03/2025
Daniela Thoner		17/03/2025
Sally O'Keeffe		18/03/2025
Tania Magoci		18/03/2025
Rachel Baird		18/03/2025
April Johnson		18/03/2025
Andrea Crockett		18/03/2025
Leonie Guest		18/03/2025
Tanaya Nixon		18/03/2025
tania shaw		19/03/2025
Kylie Huntington		19/03/2025
Ruby Harmer		19/03/2025
Brooke Tied		19/03/2025
dale marshall		19/03/2025
Joanne Herbert		19/03/2025
Therese Favero		19/03/2025
Jody Camenzuli		19/03/2025
Dorothy Nieuwenhuizen		19/03/2025
Daisuki Baby		19/03/2025
Nesilita Greenwood		19/03/2025
Sandy Nixon		20/03/2025
Candice Cocilova		20/03/2025
Nevis Gill		20/03/2025

[REDACTED]

19th March, 2025

RE: Amended Submission against Development Application No. 27/2025 proposed development on Lot 19 Section 51 DP 758476 – 6 Wyangan Avenue GRIFFITH – Applicant – Mr M Secivanovic

To Whom it May Concern,

This written submission has been amended and is in response to the recent Development Application named above, for the construction of Co-Living housing at 6 Wyangan Avenue.

Please note, **I do not wish that the following submission be publicly distributed/made public**, as I wish to keep the details [REDACTED] private. Your discretion in this matter is greatly appreciated.

[REDACTED]

I wish to raise the following concerns as reasons for my opposition for a development of this nature.

- **Amendment:** Due to the orientation of the individual units, with entrance doors [REDACTED] [REDACTED] I insist that **the development application must specify that all premises be non-smoking**. This is the only way to ensure that the health of [REDACTED] protected.
- The proposed plans indicate that **the pathway to individual units and their entrance doors** [REDACTED] and, therefore [REDACTED] The high level of [REDACTED] particularly if the housing provision targets hospital shift workers. As a [REDACTED] additional sleep disturbances are not welcome.
- The **parking provisions detailed in the plans are inadequate** for the proposed number of residents. No provisions have been made for visitor parking. It is expected that additional vehicles will over-flow into the reserve/dirt area that exists on the corner, in front of 6 Wyangan and [REDACTED] Palla, causing congestion, an eye-sore and blocking driveway access. No details of how “restricting the parking of vehicles within the road reserve” will occur in practice. [REDACTED]
- This area of **North Griffith is a family suburb**, [REDACTED] I purchased my home with this in mind as a main motivation. This development will not be a “home” to residents, who will not be motivated to take pride in the upkeep or tidiness of the space. There will be little opportunity to get to know transient neighbours.
- **Transient residents may bring with them problems often associated with low socio-economic circumstances**, including substance abuse and violence. The potential impact of this on feelings of **safety for** [REDACTED] are significant.
- **Increased traffic** in an already busy intersection, including higher numbers of vehicles slowing to turn into the reserve, close to the intersections from both Palla and Wyangan.

- The **language contained within the documents of the Development Application is unclear, contradictory and, in some cases, incorrect.** It is cause to assume that management of the site will have considerable flexibility and loop holes to operate the property as they see fit once it is built. I refer specifically to the following extracts from the **'State of Environmental Effects' document;**
 - *"The housing strategy identified that Griffith has a higher-than average rate of **homelessness** compared with NSW, and an increased number of people who are marginally housed (i.e those living in overcrowded conditions, in cars, or other temporary or insecure housing). This development is proposed to provide additional affordable rental accommodation, of which is of a high-quality design, on a centrally located site. The development will provide accommodation to **diverse and very low to moderate income households** for 22 adults."* This inclusion is contradicted by;
 - "Potential occupants would consist of **fly in fly-out workers, health services professionals, retirees,** and those of whom conventional home ownership is not affordable or suitable for their needs or desired lifestyle". Impacts upon residents may vary greatly depending on whether the new residences at 6 Wyangan are made available to low-income households versus locum professionals.
 - **"An onsite manager is to be employed and will be required to reside onsite** and oversee the facility's running and management", later contradicted by "Matters to be addressed in a Plan of Management would include... management and supervision through an onsite manager **or regular visits**". The unclear nature of this language implies that surrounding residents are not protected against the problems resulting from the absence of permanent onsite management.
 - **"The site has a single driveway to Wyangan Avenue** located 31 m from the intersection at Palla Street and 11m from the yield line of the slip lane from Palla Street to Wyangan Avenue". **This excerpt from the 'State and Environmental Effect' document provided with the application is incorrect.** Currently, the driveway of 6 Wyangan Avenue adjoins a shared reserve with multiple exit points onto both Wyangan Avenue and Palla Street. Over the past 10 years, the many residents of 6 Wyangan Avenue and [REDACTED] Palla have consistently and jointly made use of all exit points, [REDACTED] the space in front of each other's houses.
 - "Key measures to ensure the amenity of adjacent residences are maintained would include... Providing an operational manual that is available to neighbours and must be implemented by the Manager and the." Aside from this extract containing an incomplete sentence with details of who else would be responsible for the implementation of the manual missing, it is unreasonable to expect that neighbours would desire to have cause to consult a manual to ensure peaceful living in the first place.

Until the concerns raised within this letter are addressed, I will continue to oppose the development of the proposed Co-Living Residence at 6 Wyangan Avenue.

Your consideration is greatly appreciated.

Kind Regards,

[REDACTED]

2nd OBJECTION LETTER TO THE PROPOSED DEMOLITION AND
DEVELOPMENT APPLICATION OF 6 WYANGAN AVENUE, GRIFFITH -
NO27/2025, LOT19 SEC51

02/08/25



Planning Department

Griffith City Council

1 Benerembah Street

Griffith NSW 2680

Dear Kerry Rourke,

Re: Objection to the Demolition of the Existing Building and Proposed Development of a Co-living Housing Project for 22 Units.

We are writing again to formally object to the proposed demolition of the existing building located at 6 Wyangan Avenue, and the subsequent development of a co-living housing project intended to accommodate up to 33 people in now 21 units.

All our concerns still remain the same.

1. Impact on Local Infrastructure

The proposed development of a co-living housing project for up to 33 individuals is still going to be a strain on the existing infrastructure, including water, sewage a big concern, and waste management systems. Our neighbourhood is already facing challenges in accommodating the current population, and adding more residents without expensive upgrades to the infrastructure would exacerbate these issues.

2. Traffic and Parking Concerns

The increase in population density due to the proposed development will lead to significant traffic congestion and parking problems with council already acknowledging this. The streets around 6 Wyangan Avenue are not designed to handle the additional traffic that up to 33 new residents and their visitors will generate. 3 businesses in sides streets, Kooba and Palla already take up, on the street, car spaces and the intersection makes parking unsafe across the road. This will not only inconvenience current residents but also raise safety concerns, particularly for car and truck drivers, children heading to school and North Griffith School frequently walking to Jubilee Oval for sporting activities and the many people in general who use Wyangan Ave as a place to walk and exercise.

3. Environmental Impact

The demolition and new construction would have an effect on the local environment. The process of demolition and construction produces considerable dust, noise, and pollution, which would adversely affect the health and well-being of nearby residents. The workplace conditions at the development will add to the traffic problems already explained.

4. Social Impact

Our community has a unique social fabric that could be disrupted by the introduction of a co-living housing project. Such developments often attract transient populations, which can undermine the sense of community and long-term neighbourly relations that have been cultivated over the years. The new updated DA states "that the development is to be occupied by medical staff employed by Griffith Hospital", this has just been added to appease the objectors with their concerns over such a housing project. Is there a guarantee this will be followed?

5. Alternatives and Recommendations

Rather than demolishing the existing building, we urge the council to consider alternative solutions. Considering allowing just a couple of extra units, looking at already empty land spaces are available all over the city of Griffith in a more appropriate location. Again an example of this is currently the empty block for sale at 7 Koorinal Street Griffith with access from front and rear streets.

In conclusion, we respectfully request that the planning department reconsider the approval of this development due to the significant concerns outlined above. We are confident that a more balanced approach can be found to meet the housing needs of our community while preserving its character and infrastructure and the ability to feel safe.

Thank you for considering our objections over again.

Yours faithfully,



8 August 2025

General Manager
Griffith City Council
PO Box 485
Griffith NSW 2680

Dear Sir,

Re: Objection to DA 27/2025 – 6 Wyangan Avenue Griffith NSW

I write to object to Development Application 27/2025 for the proposed development of 21 co-living units.

My objects for the development are:

1. The use as co-living for medical staff
2. The proposed development is over development of the site.
3. The building line setback of 4.5 metres is inadequate.
4. The assessment of car parking is grossly inadequate.
5. Parking on the road reserve
6. The traffic implications have not been adequately addressed.
7. There has been no assessment of the traffic impact on the bicycle lane that passes the development site.

1. The proposed development is stated to be for accommodation for medical staff. Is this to be included in the conditions of consent should the development be approved? Can a condition like that even be a valid condition in a consent ?

What is to stop the development being accommodation for any person ? The Statement of Environmental Effects states:

Accommodation will be offered to those wishing to reside at the site for periods of three months or more. Potential occupants would consist of fly in fly-out workers, health services professionals, retirees, and those of whom conventional home ownership is not affordable or suitable for their needs or desired lifestyle.

So the intention is for the co-living units to be for more than medical staff. Has the applicant used the medical staff as a ploy to make the development seem more appealing because who does not want to support the new hospital?

Is there any document from the Murrumbidgee Local Health District to support this claim of "medical staff" occupancy ?

Does anyone seriously believe that the co-living development will be exclusively medical staff or is it more likely to be occupied by others?

-2-

2. The proposed development is overdevelopment of the site. This co-living development is a significant increase in the number of people using the site when compared to the existing dwelling as well as the increased floor space ratio. I understand that as part of the State policy there is little that can be argued in this issue.

3. The building line setback is one of the design measures being used to increase the development area. The existing dwelling is set back considerably more than the 4.5 metres proposed. In fact the setback is much less than 4.5 metres as they have included an articulation zone of 1.5 metres. The building encroaches passed the articulation zone so that the actual setback is in actually less than 3 metres.

The existing dwelling is essentially level with the dwelling on the adjoining land. This proposed setback will put the new building significantly forward of the adjoining dwelling.

The proposed setback should be increased to at least 6 metres measured parallel to the boundary line and not to permit any encroachment of that line.

4. The car parking provided is grossly inadequate for the number of units and likely number of occupants.

The Griffith City Council Development Control Plan No.20 Off Street Parking (2011) does not have a specific reference to co-living developments. The applicant has nicely assumed that they may treat a co-living development the same as a boarding house.

Council however does not need to accept this as a given. Council could make an assessment on parking that reflects a more realistic likely number of cars given it is not specifically listed in the DCP. Does anyone think that providing 9 on-site parking spaces will be adequate for the 21 units because I certainly do not?

With over 30 occupants when fully booked the reality for Griffith is that there will be significantly more than 9 cars associated with the development. Given the lack of public transport it is likely that there will be 20 cars or more associated with this development and this should be adequately catered for on site. Otherwise the street congestion for parking will severely impact the locality.

5. Parking on the road reserve. It has already been stated in one objection that the current occupant of the site uses the adjoining driveway to access this property. What will stop this in future and what will stop vehicles being parked on the road reserve (nature strip)?

There are a number of instances around Griffith where dwellings may perhaps be being used for unapproved accommodation use. One of these being in McNabb Crescent where up to 10 cars can be seen parking on the property and road reserve in front of the dwelling. Nothing gets done about this parking and yes it is dangerous.

What is to stop the co-living occupants from doing likewise ? Are landscaping measures to be required that will eliminate this parking as a possibility or will compliance measures be taken should such a use occur? This is an issue that can easily be foreseen.

-3-

6. The traffic implications have also been inadequately addressed. To state that there will only be an increase of 3 vehicles per hour is to pretend that cars will not all depart in the work rush period. The reality will be that the number of traffic movements will have a significant increase during the work rush period.

The proposal to allow a right turn out of the development should not be permitted. The concrete median in the centre of the road should be extended so that cars leaving the site cannot turn right.

The issue with permitting the right turn is that in busy work rush traffic there can be considerable traffic heading towards to the hospital direction. If a car wants to make a right turn the drivers focus is quite often on the break in approaching traffic to cross the road and not on the vehicle approaching from the right hand side. This is exacerbated when the Palla Street slip lane is being used. The driver leaving the development is required to be looking left and then turning the head to be looking behind to see vehicles in the Palla Street slip lane.

This is an easily foreseen accident waiting to happen. Eliminate this as a potential issue by not permitting the right turn as an option. Make the developer extend the centre median.

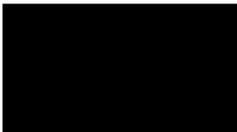
8. There has been no consideration given to the bicycle lane and the impact on cyclists using the bicycle lane. The Statement of Environmental Effects does not consider this traffic issue. The traffic consultant does not consider this issue and nor does the traffic peer review.

I ride my bike passed this intersection heading north along Wyangan Avenue 10 times a week between 6:00 -7:30am. I have had numerous instances where cars using the Palla Street slip lane have failed to give way at the intersection. I can only see more issues with the cars leaving the co-living site because their focus will not be on cyclists. So many times in relation to accidents between cars and bicycle riders you hear the comment: "oh I didn't see you".

With drivers leaving the co-living site they will be focused on the traffic heading south (if turning right), focused on the Palla Street slip lane, focused on a car travelling north and may if the cyclist is lucky they will consider anyone using the bicycle lane. Surely we can do better to make it safe for cyclists. Unfortunately the applicant nor his consultants considered cyclist were an issue that needed to be addressed. For this reason I call the traffic submissions grossly inadequate.

This proposed development has many issues that should be addressed to before it is worthy of approval. Until these issues are remedied the development should be refused.

Regards,



GRIFFITH CITY COUNCIL
PO BOX 485
GRIFFITH NSW 2680

**Development Application No.27/2025 (1) Proposed development on Lot 19
Section 51 DP 758476 – 6 Wyangan Avenue Griffith Applicant –Mr M
Secivanovic**

Dear Sir/Madam

We wish to submit our objection to the proposed development of 6 Wyangan Avenue.

We currently own [REDACTED] and we believe that this proposed development for co-living housing would impact on all the local residents, as per the following reasons.

We have looked over the new proposal, which goes into extensive detail which emphasises the developer is following Council's development plans for Griffith and what they will provide in additional housing for medical staff.

According to the council plan for Griffith, Health precinct master plan, Arc of opportunity for medium density housing and accommodation sites. High density is zoned blue which is south of proposed area close to the CBD. The proposed development is north of the hospital precinct, which is proposed for low to medium density housing, not high density. Is council's view on medium density housing a development that houses approximately 30 people on a single house block? We still believe that the size of this co-living development would be better suited in the area along Wakaden Street, which is still close to the hospital and the CBD.

Medium density housing would be more appropriate, for example units suitable for a block of that size. This would encourage more developers to build units to help alleviate the housing and rental shortage, without changing the overall character of homes in this area.

Will the development be exclusively for medical staff, or on completion of the development will it be sold and used for a different purpose? Does the developer have an agreement with the Hospital or is it a change to allow the proposal to go ahead from the original plan put to council?

Are the residents currently living near the proposed development as important as the need for extra high density rental housing as proposed by the developers, in an area that is zoned as low to medium density. I don't think anybody would be happy if this was built next to their family home? I think it would feel like living next to a motel, lots of people coming and going constantly.

We hope you will take these objections into consideration.

Yours sincerely

A solid black rectangular box used to redact the signature of the sender.

(We request that our name and address be withheld)

Alana McGibbon

From: [REDACTED]
Sent: Thursday, 7 August 2025 11:53 PM
To: GCC Admin Mailbox
Subject: DA No: 27/2025(1)

Subject: DA No: 27/2025(1)

Dear General Manager,

Firstly, as per below, i request that my name, address and phone number be withheld from public access and this submission due to the location of my property.

I am supplying these details to you, the General Manager, so you can understand and consider my concern with this proposal relevant to my property location.

"You are not required by law to supply Council with your name and address. You may choose to make an anonymous submission, but you should note that without your name and address we will not be able to assess the accuracy of any issues you raise relative to the proposal."

I am writing to you to voice my objection and concerns against the proposed development at 6 Wyangan Avenue, Griffith.
DA No: 27/2025.

I believe this "type" of development, that being "Co-Living", is not the type of development that should be constructed in this family orientated / residential housing area.

I am personally all for the progress and development of our beautiful town, yet i don't believe we need to achieve this by encroaching on these desirable family orientated residential areas.

This type of development is not going to enhance the area nor help address the housing shortage issue that is affecting Griffith and the surrounds.

The already very busy and dangerous intersection will only get worse with the "up to" extra 32 inhabitants having to negotiate that corner and crossing everyday, let alone there is only 9 car spaces within the proposed development.

If this proposal was for perhaps 2 or 3 units, similar to down the road at 30 Kooba street, not only would that help house more families but i would think neighbouring residents would not be as opposed to that idea.

Instead, it feels like it will be more like down the road at 112 Binya street, "The Original Backpackers", especially with the 22 rooms and large "communal area".. Sounds like many sleepless nights for neighbouring residents.

This development feels like it will only unsettle it's surrounds with its 32 frequently everchanging inhabitants.

As stated above, i am all for progress and development of our beautiful City yet I feel This "Co-Living" development is simply not the right type of development for this location.

Regards,



To: The General Manager
Griffith City Council
8/8/2025

Re: Objection to DA No. 27/2025 – Proposed Co-Living Development, 6 Wyangan Avenue, Griffith

Dear Sir/Madam,

I am writing to formally object to the proposed co-living development at 6 Wyangan Avenue (DA No. 27/2025) due to significant unresolved concerns regarding traffic, parking, safety, amenity, occupancy assumptions, infrastructure capacity, and ongoing management requirements.

Executive Summary

The updated traffic report and development proposal rely on speculative assumptions and underestimate the real-world impacts on vehicle movements, parking demand, and neighbourhood amenity. The absence of enforceable restrictions on occupant profiles, combined with the co-living format, will result in noise, management challenges, and a transient population inconsistent with the needs of medical professionals. Furthermore, existing infrastructure—particularly the sewer system—is already under stress and unlikely to support this increased density without substantial upgrades. For these reasons, the development, as proposed, poses unacceptable risks and should be refused.

Detailed Objection

1. Inadequate Parking Provision

Provision of only 9 car spaces for 21 units is insufficient and will inevitably lead to overflow parking in surrounding streets. Visitor parking is not addressed, worsening congestion. Given Griffith's limited public transport, private vehicle reliance will remain high, diminishing safety and amenity for the surrounding community.

2. Unrealistic Trip Generation Assumptions

The developer's reliance on regional traffic generation rates underestimates peak demand. Real trip rates will be higher due to shift changes, deliveries, visitors, and rideshare pickups—especially given the nature of boarding house and co-living arrangements with unrelated residents on varied schedules.

3. Sight Distance & Intersection Safety

Sight distances cited meet minimum Austroads requirements under ideal conditions only. They do not account for real-world obstructions like parked vehicles, vegetation, weather, or glare. The proximity of the driveway to the Palla Street slip lane introduces significant conflict points, exacerbated by potentially higher vehicle speeds and increased turning movements.

4. Pedestrian and Cyclist Safety Overlooked

No pedestrian or cyclist safety assessment is provided, despite expected increased foot traffic near the medical precinct, including vulnerable populations such as elderly or mobility-impaired individuals. Motorcycle parking increases conflict potential. The lack of dedicated traffic calming or pedestrian safety measures is a serious omission.

5. Flawed Occupancy Assumptions, Noise Concerns, Furnishing, and Cleaning Needs

The assumption that only essential medical staff will occupy the units and walk to work is unenforceable and unrealistic. Medical professionals typically require **furnished accommodation** that is regularly cleaned and maintained to a high standard, especially given their often transient status and demanding schedules. The proposal does not adequately address the necessary ongoing cleaning and upkeep that such a population demands. Without clear management strategies and resources for cleaning services, the communal and individual living spaces risk rapid deterioration, negatively impacting resident wellbeing and neighbouring amenity. Furthermore, without strict tenancy controls and appropriate servicing, the property is likely to house a broader, transient population inconsistent with the needs of hospital specialists or nurses, who require quiet, private, and fully maintained living spaces. Shift workers' irregular hours and co-living communal arrangements will also generate significant noise and disturbance, conflicting with neighbours' amenity.

6. Transient Population & Management Challenges

The short-term tenancy model (minimum three months) will result in high occupant turnover, complicating management and compliance with house rules. This undermines neighbourhood stability and increases risks of anti-social behaviour.

7. Pressure on Existing Infrastructure

Local infrastructure, particularly the sewer system, is already under strain and not regularly serviced. Adding 21 units and a communal facility will overwhelm existing capacity, risking sewer overflows, environmental hazards, and service interruptions. No evidence of required infrastructure upgrades or capacity assessments is provided.

8. Failure to Consider Cumulative Impact

No cumulative assessment has been made regarding traffic, parking, or infrastructure demands from other nearby developments. Wyangan Avenue already experiences considerable pressure due to its proximity to key services.

9. Council's Original Concerns Remain Valid

The original officer's concerns regarding intersection safety and the slip lane remain unaddressed. The suggested replacement of a Give-Way sign with a Stop sign is a reactive measure that does not solve fundamental safety risks.

Conclusion

Given the inadequate parking, underestimated traffic generation, ongoing safety concerns, noise and amenity conflicts from a transient and potentially non-medical resident population, failure to provide furnished accommodation suitable for medical staff, lack of adequate cleaning and maintenance provisions, and critical infrastructure deficiencies, I urge Council to refuse DA No. 27/2025 in its current form.

Should the proponent wish to proceed, they must provide enforceable tenant restrictions, furnish and maintain the units to appropriate standards, substantially upgrade local infrastructure, address all traffic and pedestrian safety concerns, and demonstrate genuine capacity to manage a stable, quiet resident population consistent with Council's strategic aims.

Thank you for considering my objection.

Yours faithfully,

[Redacted Signature]

Date 8 August 25



Dear Mr Stonestreet

RE Submission for DA 27/2025 – 6 Wyangan Avenue, Griffith

I would like to object to this development application for the following reasons.

I'm concerned that proposed driveway ingress / egress position poses significant safety risks to road users and in particular to cyclists.

The proposal allows vehicles to exit across the cycle lane to the right or left onto Wyangan Avenue. Turning right from this point will be extremely dangerous for road users entering Wyangan Ave from the slip lane that will have no warning / unsatisfactory line of sight of a right turning vehicle potentially blocking the road.

The Palla St slip lane onto Wyangan Ave encourages left turning drivers to look right and accelerate if there is no oncoming traffic. This would mean drivers are likely to be accelerating directly towards cars that may be entering or exiting the development driveway which is located immediately at the end of the slip road.

The limited amount of carparking spaces will result in more vehicles being parked on the street as close as possible to the development, further reducing visibility.

Vehicles may need to reverse out of the development as there is no turning circle in the carpark where space is extremely limited.

State Environmental Planning Policy (Housing) 2021 must be used for required number of parking spaces as there is no Griffith policy that mentions co – living. There needs to be at least 11 car parking spaces.

20% of the site should be community open space – drawings do not reflect this as landscape plantings are shown and this is not community open space.

The response to Council's Pre-DA comments in the Varga Traffic and Planning Assessment Report is questionable –

- ***“the current location of the proposed driveway is considered acceptable because:***

- a vehicle entering the subject site will approach the proposed driveway from the linemarked road shoulder in Wyangan Avenue, clear of the main traffic lane”

A driver should not approach a driveway from the shoulder - Road shoulder benefits (as per NSW Gov “Movement and Place) include

- Acts as a clear zone allowing errant vehicles space to recover
- Allows broken down vehicles to pull over safely away from travel lanes
- Provides a trafficable area use by emergency vehicles
- Provides clearance to lateral obstructions
- Provides a space for use by cyclists

Using this shoulder as a road lane is particularly dangerous for cyclists.

“- the proposed driveway is at the optimal location for turning into the site, as it is furthest away possible from the Wyangan Avenue and Palla Street intersection”

The proposed driveway all but runs into the slipway

“• right-turn exit from the site is considered acceptable because there is sufficient sight distance to the south to Palla Street for an exiting vehicle”

I disagree – a vehicle coming round the slipway at the speed limited does not have a safe breaking distance if an exiting vehicle is blocking the road whilst attempting to turn right. If a cyclist is waiting for the vehicle to turn right a car could come round the slipway and crush the cyclist.

Please consider these points in your decision-making process.

Regards



Mark & Isabella Secivanovic
Level 21
133 Castlereagh Street
Sydney NSW 2000

22 April 2025

Griffith City Council
PO Box 485
Griffith NSW 2680

RE: DEVELOPMENT APPLICATION 27/2025 – 6 WYANGAN AVENUE, GRIFFITH

1. On 18 February 2025, we lodged Development Application 27/2025 (**Application**) with Council in connection with 6 Wyangan Avenue, Griffith (**Property**), seeking approval for the demolition of the existing structures on the Property, site preparation works, construction of a 22-room single storey privately managed co-living building, off-street car parking, onsite drainage infrastructure, footpaths and landscaping (**Proposed Development**).

2. These submissions are made:

- (a) in support of the Proposed Development;
- (b) in response to objections received by Council regarding it;

and will show, with supporting material, why the Proposed Development:

- (c) is desperately needed to assist with addressing the low-cost affordable housing shortage in Griffith;
- (d) is entirely consistent with the strategies, aims and objectives developed and implemented by Council since at least 2012, and that its location, size, purpose and intended use are consistent with each of these strategies, aims and objectives;
- (e) it is necessary to fill the gap in low-cost affordable housing necessary to accommodate health professionals, Hospital staff, essential workers, fly-in fly-out workers and those who conventional home ownership is not affordable or suitable for their needs or desired lifestyle;

- (f) will have **negligible environmental impact**, will have little to no effect on traffic and why Council's proposal to reconstruct the entire intersection of Wyangan Avenue and Palla Street is unnecessary; and
- (g) complies entirely with Council's Development Control Plan and other State Legislation, and meets all necessary controls including, but not limited to, off-street vehicle and motorcycle parking.

Background

- 3. We are not developers. Far from it. Other than engaging a builder to build our current family home in Sydney in 2009, we have not engaged in any other form of building or construction.
- 4. We have spent some time in Griffith recently, and the housing shortage and its impact on the community are evident. Two recent experiences in Griffith convinced us that a boarding house-style accommodation would benefit the Griffith community and prompted us to embark on the current path.
- 5. On our last trip to Griffith, we met two young women. One was in her early thirties, and the other was in her mid-twenties. The woman in her thirties was explaining to us that she needed to undergo certain "lady stuff" procedures as a result of recently giving birth (we did not press for details), but that whilst Griffith Base Hospital had the facilities to perform the procedures, it did not have the appropriate staff. She was telling us how she would need to travel with her mother and newborn child to Wagga Wagga to get the necessary procedures done and stay in accommodation there until she was discharged and able to return. She indicated that this was not an uncommon story in Griffith and expressed dismay at how \$250 million could be spent on the Griffith Base Hospital, but it did not have the appropriate staff.
- 6. The woman in her twenties had a different story. She told us how she recently got married, and because of her and her husband's low income, they could not afford to buy in Griffith. Instead, they had to rent low-cost housing, and the only housing that they could find was shared, dilapidated backpacker accommodation. She was telling us how her and her husband shared a bunk bed in a room with two other sets of bunk beds (6 beds and 6 people in total) and the only way they could achieve any privacy whilst

asleep was through the use of a bed sheet used as a curtain that they hung down the side of the bunk bed.

7. We can only imagine how many similar stories come out of Griffith, yet there seems to be significant pushback on the Application.

Objections

8. The objections that have been raised in respect of the Proposed Development broadly fall within six (6) categories:
 - (a) the proximity of the Proposed Development to the intersection of Wyangan Avenue and Palla Street and the effect on traffic;
 - (b) the impact on and availability of on-street parking;
 - (c) the size of the Proposed Development, relevantly, the building itself;
 - (d) the nature and use of the Proposed Development, relevantly, the fact it is a co-living development and the number of people that would occupy the building;
 - (e) the location of the Proposed Development and suggestions that a co-living development is not appropriate for the proposed location; and
 - (f) the number of car spaces included in the Proposed Development.

Paramount Consideration - Need for Affordable Housing

9. Before addressing each category of objection, it is important to highlight what we submit to be the underlying paramount consideration that should be adopted by Council in determining the Application.
10. Australia is in the midst of a housing crisis, which crisis has been accepted by all levels of government, who have attempted and are continuing to implement strategies and solutions to create more sustainable and affordable options. The Proposed Development ought to be considered in the background of this crisis and the impacts that this crisis has had and continues to have on the City of Griffith.

11. Council has been aware of the housing crisis facing the community for years and has been documenting strategies and solutions since at least 2012¹.
12. In November 2023, the Griffith Worker & Housing Shortage Taskforce, being a joint initiative of the Griffith Business Chamber and Council, was formed² with a preliminary focus concentrated on the development of housing strategies to increase the supply of affordable housing, and thereby improve recruitment and retention of workers within the Griffith LGA.³
13. In January 2025, in response to a \$10 million federal government funding announcement to support housing infrastructure in Griffith, the Independent Member for Murray, Helen Dalton stated:

This funding will definitely go a long way to restoring confidence in the community in trying to sort out Griffith's housing crisis, but is it too little too late? The lack of progress with investment and development around here has had a significant impact on attracting families and essential workers to the city. Hopefully with a relaxed development application process, Griffith City Council can finally get the ball rolling on providing somewhere for much needed essential workers to live.

14. Griffith has struggled with severe housing shortages for over a decade. Following the 2013 housing collapse, the city's housing growth plummeted from 250 new homes per year to just 13. Even now, housing construction remains severely restricted, with only 40 to 80 homes being built annually. This limited growth has compounded Griffith's challenges, including skyrocketing rents, declining economic activity, and an alarming homelessness rate.⁴
15. Mrs Dalton goes on to state that Griffith City Council has had a Griffith Housing Strategy since 2019 and *"we need to see these projects fast-tracked to ensure development applications can proceed as quickly as possible. The people of Griffith cannot afford to wait any longer."*

¹ Griffith Land Use Strategy – Beyond 2030, November 2012

² <https://argylehousing.com.au/griffith-housing-crisis-2/>

³ <https://www.miragenews.com/griffith-task-force-seeks-input-on-housing-1305270/>

⁴ <https://www.helendalton.com.au/media-releases/10-million-for-griffith-housing-infrastructure-a-welcome-boost-but-too-little-too-late>

16. It was self-evident in 2019 that the housing crisis was a significant issue for residents and surrounding businesses.⁵ A study then found that nearly 10% of Griffith's 21,000 residents were homeless, and more than 10% were living marginally. The study revealed a massive shortage of affordable rental properties for the city's many low-income workers, who keep local factories and farms in labour.
17. In March 2024, at a meeting of Mayors of the NSW Regional Cities in Wagga Wagga, it was accepted that regional areas continue attracting more residents, but the supply of affordable housing is not keeping up with demand. Indeed, the Tweed Shire Mayor Chris Cherry stated:
- The urgency of the housing crisis across regional cities is dire, with the lack of housing contributing to a rising inability of businesses to attract workers.*⁶
18. Council has taken it upon itself to partner with the private sector to seek to alleviate the housing crisis, but in one instance, this attempt has stalled. An affordable housing project to construct four two-storey, two-bedroom townhouses in Wakaden Street has been temporarily halted because the builder has suffered "financial constraints".⁷ Unfortunately, that builder has now gone into administration, owing large sums to independent contractors.
19. In August 2024, Griffith mayor Doug Curran cut a ribbon to signify the completion of an Argyle Housing-Griffith Council joint venture – Griffin Green, 20 new units constructed for social housing near Walla Avenue in South Griffith. All these units are now fully tenanted, mostly by essential workers. Under this project, 42 nearby vacant lots have also been purchased to build affordable and social housing.⁸ However, it remains unclear how these vacant lots can be developed in circumstances where the builder on the Wakaden Street property is now in administration.

⁵ <https://www.abc.net.au/news/2019-06-09/griffith-housing-crisis/11185154>

⁶ <https://www.governmentnews.com.au/regional-mayors-demand-meeting-with-minister-over-housing-crisis/>

⁷ <https://regionriverina.com.au/griffith-affordable-housing-project-on-wakaden-street-stalled-as-builder-hits-financial-constraints/83184/>

⁸ <https://regionriverina.com.au/griffith-affordable-housing-project-on-wakaden-street-stalled-as-builder-hits-financial-constraints/83184/>

Council's Strategic Response and Due Diligence

20. The Proposed Development is consistent with and achieves the aims and objectives of the strategies, plans and policies that have been promoted, discussed, adopted and implemented by Council since at least 2012.
21. In 2012, in close cooperation with the Griffith community, business groups within Griffith and a range of state agencies, Council developed the Griffith Land Use Strategy Beyond 2030 (**Beyond 2030**) which purpose was to:
- (a) document a flexible guideline to inform future decisions on spatial planning; and
 - (b) ensure a clear focus on guiding and supporting development and growth in Griffith and surrounding areas in a sensible and sustainable way.
22. Beyond 2030 provided direction for land use and spatial development for Griffith with a forward vision of approximately 30 years. It was primarily a policy document containing guidelines to assist Council in decisions relating to physical development and land use matters. Its secondary purpose was to inform the community of Griffith about Council's aspiration for spatial development.
23. Beyond 2030 identified that by 2033, the population of Griffith would grow to approximately 34,905 (potentially, 38,026) and by 2038, to 36,587 (potentially, 40,687)⁹. It also identified that there would be a **dwelling shortage of between 4,587 and 4,725 in 2033 and between 5,481 and 5,629 by 2038**¹⁰. To address the potential housing shortage, Beyond 2030 recommended that Council set a realistic target. This target would aim to provide housing for approximately 4,650 households between 2012 and 2033, averaging around 194 households per year¹¹.
24. In 2019, Council engaged Judith Stubbs & Associates to prepare the Griffith Housing Strategy 2019 (**2019 Housing Strategy**) to assist Council in understanding the current need for affordable housing and issues that may influence the delivery of affordable housing in the future. The Background Paper¹² to the 2019 Housing Strategy:

⁹ Beyond 2030, Part B Page 19

¹⁰ Beyond 2030, Part B Page 23

¹¹ Beyond 2030, Part B Page 23

¹² Griffith Housing Strategy 2019 (Background Paper), Judith Stubbs (**Background Paper**)

- (a) provided an evidence-based approach to increasing affordable housing for key target groups, focusing on strategies likely to be most effective in the local context; and
 - (b) provided detailed research on current and future demographic trends and projections; a detailed analysis of the housing market and affordable housing need by target group; an analysis of the economic, land supply and planning context; a preliminary analysis of potential affordable housing partnership sites with respect to economic feasibility; and planning mechanisms and amendments to existing controls required to ensure more efficient market supply of diverse, low cost and affordable housing options.
25. The Background Paper also highlighted and accepted:
- (a) The **chronic rental shortage, which is constraining local businesses** that are finding it difficult to recruit staff due to affordability and accessibility issues.¹³
 - (b) The **lack of affordably priced housing not only affects the quality of life of individual families**, who may be sacrificing basic necessities to pay for their housing, but it also has a serious impact on employment growth and economic development. The loss of young families and workers in lower-paid essential service jobs can adversely affect local economies and contribute to labour shortages in some regions of NSW, including Griffith. The displacement of long-term residents reduces social cohesion, engagement with community activities (such as volunteering), and extended family support¹⁴.
 - (c) Affordable housing would not just impact the health and well-being of low-income families, and older and younger people, it could contribute to a **lack of labour supply among “key workers” who are essential** to various services including childcare, aged services, health care, tourism, hospitality and emergency services, but whose wage increasingly does not allow them to access rental or purchase housing close to where they work. Affordably priced housing is thus an important form of community infrastructure that supports

¹³ Background Paper, Page 10

¹⁴ Background Paper, Page 11

community well-being, social and economic sustainability, including a diverse labour market and economy, and strong and inclusive communities¹⁵.

- (d) Very low and low-income renting households make up the majority of those in housing need in the Griffith context and require the strongest planning and market intervention in order to address this need¹⁶.
- (e) The **biggest issue facing Griffith** in terms of housing affordability is the **large and increasing number of very low-income renting households**, often in severe **housing stress**, and the general **inability of the market to provide for such households**.¹⁷
- (f) The **serious pressure on local rental stock** is evident in the very high real rate increase in rents over the past 10 years, with rents for two-bedroom strata dwelling in the LGA growing at double the NSW rate and rents for three-bedroom dwellings growing at four times the NSW rate.¹⁸
- (g) It is likely that, **by 2036, there will be at least 1,160 households in need of affordable housing in the LGA, 70% in rental stress** and 30% in home purchase stress, with a likely need for 60% of smaller dwellings suited to singles and couples, and 40% suited to families.¹⁹
- (h) Griffith has a **higher than average rate of homelessness** compared with NSW and has experienced an increase in people who are homeless and who are marginally housed since 2011.²⁰
- (i) Very low-income households are effectively excluded from both the private purchase and rental market, although some would **benefit from an increased supply of smaller one-bedroom dwellings** in terms of reduced cost if not affordability, including very low-income workers without a family.²¹

¹⁵ Background Paper, Page 11

¹⁶ Background Paper, Page 12

¹⁷ Background Paper, Section 1.5.4, Page 13

¹⁸ Background Paper, Section 1.5.4, Page 14

¹⁹ Background Paper, Section 1.5.4, Page 14

²⁰ Background Paper, Section 1.5.4, Page 14

²¹ Background Paper, Section 1.5.5, Page 14

- (j) Most low-income households could afford to rent a **one-bedroom dwelling, although these are in very short supply in the LGA.**²²
 - (k) **New Generation Boarding Houses** developed under SEPP Affordable Rental Housing 2009 **would be affordable** to very low-income singles and couples who are working and are reported to be in **high demand**. However, none have to date been developed in the LGA under the SEPP. The stock of such accommodation is made up of older, often poor amenity boarding houses.²³
26. Two main strategies likely to be most effective in increasing the supply of affordable housing in the local context of local housing need and supply are set out at section 1.6.1 of the Background Paper²⁴ as:
- (a) Actively seeking to facilitate an increased supply of lower cost and affordable housing types (one and two-bedroom) in well-located areas. This principle involves ensuring that there are **no unnecessary impediments to the local planning regime** that act as a **barrier or disincentive** to the proper operation of the market and likely require some fundamental changes to existing planning controls and mechanisms.
 - (b) The **direct creation of affordable rental housing** for every very low and low-income renters, and put some low income purchasers, through partnerships on land owned by council and other public authorities. This includes as part of well-located multi-tenure development and New Generation Boarding Houses, affordable seniors housing, selective redevelopment of older public housing stock to better meet projected need, and a demonstration of affordable MHE project for low income workers and families.
27. The Background Paper states that implementing the 2019 Housing Strategy will thus provide valuable economic and social benefits to the City and the region.²⁵
28. The Background Paper maintains that affordable housing could be delivered through the private market, typically through smaller, lower-cost accommodation such as boarding

²² Background Paper, Section 1.5.4, Page 15

²³ Background Paper, Section 1.5.4, Page 15

²⁴ Background Paper, Page 16

²⁵ Background Paper, Page 10

houses, smaller apartments, secondary dwellings and the like.²⁶ Well-designed and managed “**New Generation**” **Boarding Houses** provide a **significant opportunity** for housing a range of smaller low and very low-income households affordably in the local context, including as part of multi-tenure developments.²⁷

29. Section 3.2 of the Background Paper²⁸ provides that the **lack of supply relative to potential demand is likely to have an increasingly adverse impact upon housing choice and affordability for lower income smaller working households**, older people needing to move to a well located more manageable dwelling, and the increasing proportion of low-income renting households. Table 3.1 of the Background Paper²⁹ predicts a potential shortfall of 4,530 two-bedroom or smaller dwellings by 2036.
30. The Background Paper makes it clear that a very low-income household could not affordably rent any housing product in the Griffith LGA.³⁰ **Boarding houses** and onsite vans and cabins in Caravan Parks **are likely to provide affordable rental** to very low-income households. **However, there is virtually no local supply of these** (apart from older boarding houses, likely operating without approval).³¹
31. Based on accepted projections, it is likely that, by 2036, there will be 1,160 households in need of affordable housing in the City of Griffith, 820 in rental stress (70%) and 340 in home purchase stress (30%).³²
32. In reliance on the Background Paper, Council chose to accept a number of the strategies and recommendations contained within the Background Paper in its Griffith Housing Strategy 2019 (**2019 Housing Strategy**). In its 2019 Housing Strategy, Council accepted or acknowledged that:
 - (a) affordable housing is an important form of community infrastructure that supports community wellbeing and social and economic sustainability,

²⁶ Background Paper, Page 10

²⁷ Background Paper, Page 101

²⁸ Background Paper, Page 66

²⁹ Background Paper, Page 66

³⁰ Background Paper, Page 106

³¹ Background Paper, Page 107

³² Background Paper, Page 107

including a diverse labour market and economy, and strong and inclusive communities³³;

- (b) future growth of 0.73% per annum is projected, or a total population of 30,507, and demand for an additional 1,744 dwellings by 2036, and that it would be prudent to plan for a higher proportion of well-located strata dwellings in the future dwelling mix than is projected due to a significant mismatch between current housing supply and need, and considerable under-occupancy of public housing and of larger owner-occupied homes by older people in the LGA;³⁴
- (c) the challenge will likely be ensuring that there is a sufficient supply of smaller, well-located dwellings to meet projected need, noting that there was a fairly static proportion of flats and units from 2006 to 2016, and a relatively small number of villas, townhouses and attached dwellings created over this period;³⁵
- (d) strata dwellings are far more likely to enter the private rental market than separate houses, and to increase the supply of much needed private rental properties for lower income workers and pensioners;³⁶
- (e) the biggest housing affordability issue facing Griffith is the large and increasing number of very low-income renting households in housing stress, and the general inability of the housing market to provide for such households;³⁷
- (f) the serious pressure on local rental stock is evident in the very high real rate increase in rents over the past 10 years;³⁸
- (g) it is likely that, by 2036, there will be at least 1,160 households in need of affordable housing in the LGA, 70% in rental stress and 30% in home purchase stress, with a likely need for 60% smaller dwellings suited to singles and couples, and 40% suited to families;³⁹

³³ 2019 Housing Strategy at 1.3

³⁴ 2019 Housing Strategy, Page 3

³⁵ 2019 Housing Strategy, Page 3

³⁶ 2019 Housing Strategy, Page 3

³⁷ 2019 Housing Strategy, Section 1.5, Page 3

³⁸ 2019 Housing Strategy, Section 1.5, Page 3

³⁹ 2019 Housing Strategy, Section 1.5, Page 3

- (h) accounting for homelessness and general population growth, an additional 140 dwellings should be added to the affordable housing target above, or a total target of at least 1,300 additional affordable dwellings in the LGA by 2036;⁴⁰
 - (i) New Generation Boarding Houses would be affordable to very low-income singles and couples who are working and are reported to be in high demand in the LGA. However, none have been developed locally under the SEPP to date. The stock of such accommodation is currently made up of older, often poor amenity boarding houses;⁴¹
 - (j) There are significant opportunities for local government to support the creation and maintenance of affordable housing through core planning legislation and policies in NSW, and a statutory requirement to consider this issue. Local government has an implicit role in affordable housing and an impact on affordability through land zoning, controls, the timing of land release, location of services and facilities, and the levying of rates and development contributions;⁴²
 - (k) **Local government has a role and indeed a statutory responsibility to seek to preserve and create affordable housing through the planning and assessment process;**⁴³
33. The Strategy goes on to adopt several strategies relevant to the Proposed Development:
- (a) Strategy 2 – an indicative target of 1,300 additional affordable housing dwellings by 2036;⁴⁴
 - (b) Strategy 12 – **Council will actively promote and support the development of high quality, “New Generation” Boarding Houses in locations within 400 metres of B2 or B4 zoning in Griffith;**⁴⁵
 - (c) Strategy 13 – Council will develop controls in the development control plan consistent with state government policy and legislation to **support the development of good design and management of “New Generation”**

⁴⁰ 2019 Housing Strategy, Section 1.5, Page 4

⁴¹ 2019 Housing Strategy, Section 1.6, Page 5

⁴² 2019 Housing Strategy, Section 1.7, Page 6

⁴³ 2019 Housing Strategy, Section 1.7, Page 6

⁴⁴ 2019 Housing Strategy, Section 2.3, Page 11

⁴⁵ 2019 Housing Strategy, Section 2.4.3, Page 21

boarding houses taking into account local needs and the housing market context, and make these publicly available.⁴⁶

34. Not only did the 2019 documents identify the affordable housing crisis and attempted to put in place mechanisms and strategies to combat the escalating crises, the July 2023 Griffith Health Precinct Master Plan prepared by Inizio Consulting (**Health Precinct Master Plan**) further identified the deficiencies in affordable housing, accommodation shortages, impacts on hospital staff and recruitment and reiterated the strategies and plans previously adopted by Council to address these gaps.
35. The purpose of the Health Precinct Master Plan was to, inter alia⁴⁷:
- (a) shape, coordinate and guide future development;
 - (b) leverage the NSW Government's investment of \$250M into the Griffith Base Hospital Redevelopment; and
 - (c) stimulate additional and supportive housing and short-term accommodation.
36. Factors identified for the future success of the Health Precinct Master Plan were noted as including:
- (a) attracting and retaining exceptional staff, students, specialists and an increasing local population – sustaining stability and opportunity – creating an attractive lifestyle focus; and
 - (b) a broad range of housing and accommodation options and choices, helping attract and retain people in the community and support the precinct.
37. An analysis of the issues, constraints and opportunities relevantly identified:
- (a) current planning policies do not support medium and high-density residential development;
 - (b) **acute lack of affordable housing choices close to the CBD, with the Health Precinct providing a key locational opportunity;**

⁴⁶ 2019 Housing Strategy, Section 2.4.3, Page 21

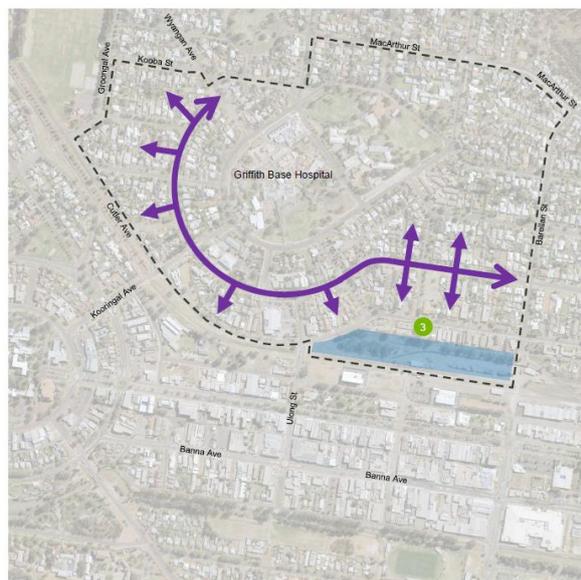
⁴⁷ Health Precinct Master Plan at 1. Executive Summary

41. Stakeholder engagement in connection with the Health Precinct Master Plan noted that **future growth opportunities within the Precinct were tied to accommodation and housing**, and Stakeholder engagement sessions identified:
- (a) **most of the Base Hospital staff are local - housing and accommodation shortages are significant issues for attraction and retention of staff**;
 - (b) St Vincent's relies significantly on fly-in/fly-out specialists and locum doctors – **the limited short-term accommodation options** and limited flights are a significant operational issue and **discourage potential hospital staff**;
 - (c) significant supply shortage issues with short-term accommodation (hotels and motels) impacting heavily on the fly-in and fly-out of health professionals essential to the delivery of health services in Griffith and also effects other industries;
 - (d) **rental accommodation shortages impacting health staff and provides a disincentive for prospective new staff**;
 - (e) housing shortages are also impacting the home buyer market, resulting in relatively high prices and reducing affordability and acting as a further disincentive for health and educational staff moving to Griffith;
 - (f) **the diversity of housing models is also limited**;
 - (g) some tertiary education organisations provide short-term rental accommodation linked to student placements to increase accommodation opportunities, but these tend to be limited in scale and fully pre-committed - student housing remains a significant issue for some institutions; and
 - (h) crisis short-term accommodation opportunities are provided in the precinct, but these tend to be locked up with longer term renters because longer term transitional housing is limited in scale and over committed.
42. The gap analysis prepared for the Health Precinct Master Plan appears below:

Housing and Accommodation		governance		
Balancing emergency short term accommodation supply and demand	The limited emergency housing provided by stakeholder precincts gets locked up with longer term users because of the general lack of housing for the homeless	Key Precinct Stakeholders can create improved emergency housing opportunities	Lack of accessibility to emergency housing provided by Health Precinct stakeholders	Deliver additional emergency accommodation
Growing affordable housing opportunities and improving housing choice and diversity	The current Housing Strategy documents the acute lack of affordable housing opportunities in Griffith	The redevelopment of the Health Precinct provides a broad range of affordable housing options increasing the local population and the activation of the Precinct	Insufficient opportunities for affordable housing close to the CBD	Affordable and attainable housing options become a key focus of the redevelopment of the Health Precinct. Consider social housing options to improve in-precinct worker housing
Expanding short term accommodation choice and availability	A chronic lack of short term accommodation within Griffith, close to the CBD and the Health Precinct	The redevelopment of the Health Precinct provides expanded short term accommodation options increasing the activation of the Precinct	Insufficient opportunities for short term accommodation close to the CBD and Health Precinct	Well located, short term accommodation options become a key focus of the redevelopment of the Health Precinct

43. The constraints and opportunities within the Health Precinct Master Plan appear below:

E. Housing and Accommodation



Constraints

- 1 Current planning policies do not support medium and high density residential development
- 2 Acute lack of affordable housing choices close to CBD, with Health Precinct providing a key locational opportunity
- 3 Chronic lack of short term accommodation close to the CBD and Health Precinct to service high level of visiting professionals and patients
- 4 Limited emergency accommodation does not match demand for this service within the Health Precinct

Opportunities

- 1 Prepare a revised LEP Land Zoning Plan to reflect the recommendations of the Master Plan
- 2 Deliver a full range of affordable housing options & consider social housing options for precinct workers
- 3 Provision of high density housing options including student housing
- 4 Provision of a range of short term accommodation options within the Health Precinct
- 5 An expanded emergency accommodation facility

Key

- Arc of Opportunity for medium density housing and accommodation development sites
- High Density Residential Zone

44. Indeed, the Health Precinct Master Plan earmarks the immediate vicinity of the Property for future Development Opportunities, including a potential independent living village with single storey units and 2-3 storey apartment and townhouse buildings – Zone A1 of the Health Precinct Master Plan is set out below:

Zone A1: Indicative Development Opportunities

- A1.1** Potential Independent Living Village with individual single storey units, central 2-3 storey apartments, gated access but street facing housing and central facilities
- A1.2** Potential Townhouse Development – 2-3 storeys
- A1.3** Potential Backpackers Development – 2 storeys
- A1.4** Potential Serviced Apartments Development – 2-3 storeys
- A1.5** Potential Build-to-Rent-to-Buy Apartments – 2-3 storeys
- A1.6** Potential Affordable Housing Apartments – 2 storeys



45. Council’s land use framework diagram suggests the creation of four new land use “zone” types. Zone A1 and A2 (of which the Property forms part) would be zoned for medium density and supportive accommodation, including but not limited to boarding houses.⁴⁸
46. In the intervening period between 2019 and 2023, Council released a further Strategic Planning Statement in September 2020 - Growing Griffith to 2045 (**Beyond 2045**). Beyond 2045 is stated to “provide context and direction for land use decision making within the Griffith Local Government Area”.⁴⁹
47. Planning Priority 1 of Beyond 2045 is to increase urban density and housing affordability. Indeed, Action 1.1C of Beyond 2045 accepts:

*Supportive land use policies and development controls can assist in the provision of affordable housing in Griffith. **The provisions of the State Environmental Planning Policy (Affordable Rental Housing) 2009 which support affordable housing should be reflected in all Council’s policies, plans and development controls. Council should also be supportive for***

⁴⁸ Section 12.2, Health Precinct Master Plan
⁴⁹ Beyond 2045, Page 4 (Introduction)

boarding houses and residential flat building within 400m from Griffith's CBD.

48. In dealing with the Health Precinct, Beyond 2045 incorporates Strategy 8.1 and identifies Action 8.1C which is said to support and provide housing options for medical staff within or in proximity to the hospital precinct. Action 8.1C accepts:

*The Health Precinct Master Plan would also provide development controls to support diverse housing options for medical staff based on their needs including the provision of **suitable sites for short stay** accommodation, housing share options, **new generation boarding houses** and unit development.⁵⁰*

49. Not only is the Proposed Development consistent with the strategies, aims and objectives of Council's planning documents, but it also fits entirely within the aims, objectives and controls of Council's Residential Development Control Plans.
50. Council's Residential Development Control Plan (as of 17 August 2020) (**2020 DCP**) sought to implement those aims, objectives and strategies highlighted in and adopted by the 2019 Housing Strategy.
51. Pursuant to the terms of the 2020 DCP:
- (a) the Property is located within the Jubilee Precinct⁵¹;
 - (b) the **Future Character** of the Precinct is stated as⁵²:

The projected future character of the area is to increase residential density through secondary dwellings and dual occupancies in rear yards and strategically placed multi-dwelling housing. A low-medium density FSR has been chosen to promote increased densities while retaining landscaped areas on lots. Corner allotments should be promoted for multi-dwelling housing, terraces or manor houses. **Boarding houses should be located at the southern extent of the precinct closer to the CBD.**

⁵⁰ Beyond 2045, Page 48

⁵¹ 2020 DCP, Section 3.5, Page 11

⁵² 2020 DCP, Section 3.5, Page 11

Note: It specifically makes mention of boarding houses being located at the southern extent of the Precinct closer to the CBD which is precisely where the Property is located.

- (c) Section 6.0⁵³ specifically deals with Boarding Houses, the clear purpose of its inclusion is to reflect the strategies and policies adopted by Council since 2012, and it is accepted by Council that:

A boarding house provides a form of affordable rental accommodation for a wide range of tenants including singles, retirees, students, itinerant worker and young couples;

- (d) The **Objective** of Section 6.0 is stated to be:

To facilitate the effective delivery of new affordable housing and the retention of existing affordable housing in appropriate and accessible locations in Griffith and to ensure boarding houses achieve a high standard of urban design which are compatible with the desired amenity and character of the area.

52. Amendments to the 2020 DCP were introduced on 26 November 2024 (Amendment No. 2) (**2024 DCP**), which relevantly had the effect of, amongst other things:
- (a) achieving the objectives of the land use zones to which the Plan applies;
 - (b) implementing the recommendations of 2019 Housing Strategy;
 - (c) providing for a diversity of housing opportunities and residential lifestyle choices;
 - (d) optimising residential development opportunities which fulfil the housing supply in Griffith.
53. The aims and objectives of the amendments to the 2020 DCP were stated to include:
- (a) encourage, facilitate and promote affordable housing in accordance with the 2019 Housing Strategy;

⁵³ 2020 DCP, Section 6.0, Page 57

(b) provide for a diversity of housing opportunities and residential lifestyle choices.

54. Of particular relevance was the amendment to the *Future Character* of the *Jubilee Residential Precinct* which now relevantly provides:

*The projected future character of the area is to increase residential density through secondary dwellings and dual occupancies in rear yards and strategically placed multi-dwelling housing. A low-medium density FSR has been chosen to promote increased densities while retaining landscaped areas on lots. Corner allotments should be promoted for multi-dwelling housing, terraces or manor houses. Boarding houses and **co-living housing** should be located at the southern extent of the precinct closer to the CBD.*

55. The introduction of the term **co-living housing** was clearly a design by Council to promote the type and kind of development we now seek.

56. Section 6.0 of the 2020 DCP was replaced with Section 7.0 in the 2024 DCP, and which now includes the concept of “co-living housing”. The amendment to the 2020 DCP in November 2024 is a clear recognition by Council of the need for the supply, promotion and implementation of low-cost affordable housing in accordance with the 2019 Housing Strategy.

57. In the context of paragraphs 10 to 56 above, the Applicants submit:

- (a) the Proposed Development is in a form that promotes and addresses the strategies, aims and objectives that Council has held since at least 2012:
- (b) the Proposed Development assists Council in achieving its aims and objectives under each of the following instruments, and is plainly consistent with the affordable housing strategies contained within each of them:
 - (i) Griffith Land Use Strategy – Beyond 2030, November 2012;
 - (ii) Griffith Housing Strategy 2019;
 - (iii) Strategic Planning Statement - Growing Griffith to 2045, September 2020;
 - (iv) Griffith Health Precinct Master Plan, July 2023;

- (v) Council’s Residential Development Control Plan (as of 17 August 2020) – Amendment No. 1;
 - (vi) Council’s Residential Development Control Plan (as of 26 November 2024) - Amendment No. 2;
 - (c) in the background of the strategies, policies and guidelines ventilated and ultimately adopted by Council since at least 2012, which are stated to extend beyond 2045, it is only incumbent on Council to support the Proposed Development as it fits squarely within the objectives it has chosen and agreed to achieve to support the City of Griffith; and
 - (d) it is abundantly clear that the need for and benefit of the Proposed Development to and for the City of Griffith **far outweighs any objections that have been raised** and any concerns that may be held by Council.
58. We address below each of the categories of objection to the Application that have been raised with Council but submit that the need for the Proposed Development far outweighs any of the objections listed below.

Objection Category 1 - Proximity of the Proposed Development to the intersection of Wyangan Avenue and Palla Street and the effect on traffic

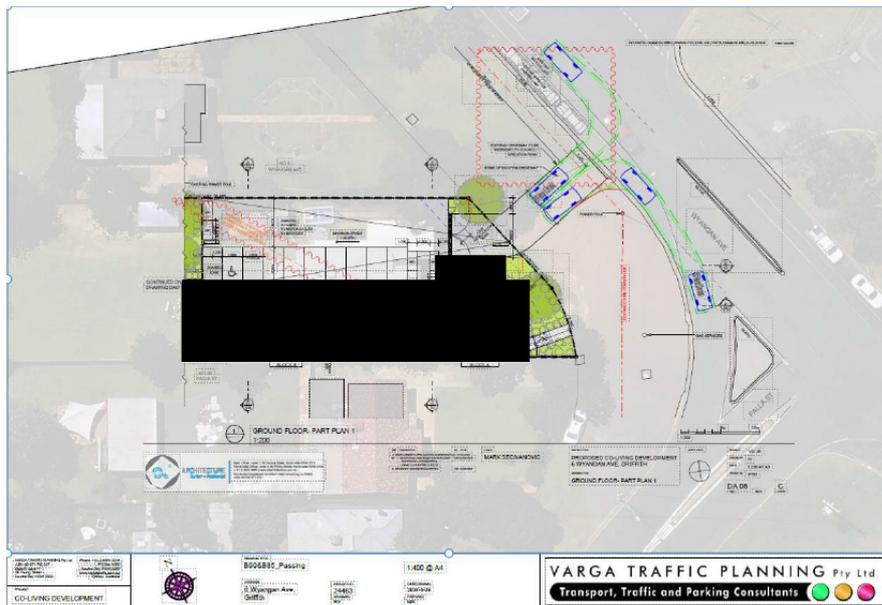
59. There is concern that there is a risk of motor vehicles using the Palla Street slip lane turning left onto Wyangan Avenue may not be able to differentiate between (a) a motor vehicle in front turning left onto Wyangan Avenue and continuing along Wyangan Avenue and (b) a vehicle turning into the driveway of the Proposed Development.
60. We accept that there is a risk. But it is no more a risk than what presently exists or has existed since the construction of the current driveway to the Property.
61. A similar risk exists in relation to both 32 and 34 Palla Street. Indeed, the driveway to 34 Palla Street is practically on the Palla Street slip lane. Similar situations exist at the intersections of:

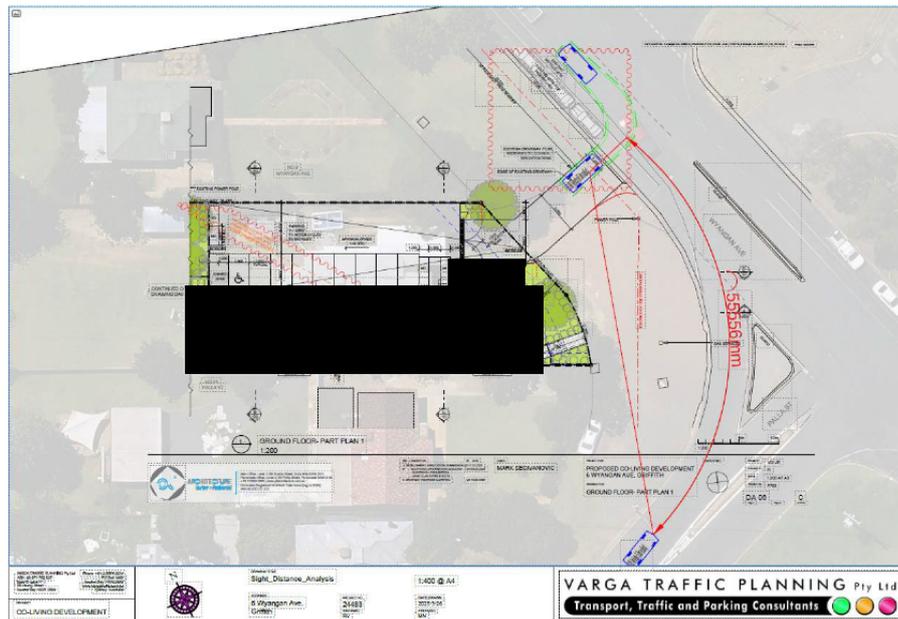
- (a) Wyangan Avenue and Noorila Street;
 - (b) Koorungal Avenue and Kookora Street; and
 - (c) Bringagee Street and Gunbar Street.
62. The proposed slip lane is no different to any normal roundabout. If a car were to approach a roundabout to turn left, it would need to slow down, give way to traffic on the roundabout and approaching from the right, and would proceed to turn left as they would in using a slip lane. The same level of risk would be posed in relation to any driveway located shortly after the exit from the roundabout.
63. We rely on the Varga Traffic Planning Pty Limited Traffic & Parking Assessment Report dated 7 February 2025 (**Varga Report**), and in particular his comments at page 5 extracted below:

The following advice is provided in response to the “traffic and parking” matters raised in the Pre-DA meeting with Council:

- *the current location of the proposed driveway is considered acceptable because:*
 - *a vehicle entering the subject site will approach the proposed driveway from the line-marked road shoulder in Wyangan Avenue, clear of the main traffic lane;*
 - *it is the responsibility of the following driver to keep clear of the vehicle in front at all times;*
 - *the proposed driveway is at the optimal location for turning into the site, as it is furthest away possible from the Wyangan Avenue and Palla Street intersection;*
- *right-turn exit from the site is considered acceptable because there is sufficient sight distance to the south to Palla Street for an exiting vehicle;*
- *all car parking spaces are to be assigned to residents of the development with no visitor parking proposed onsite as SEPP (Housing) 2021 does not specify a visitor parking requirement, therefore no turning bay is required.*

- 64. Motorists have a duty to use due care and skill when operating a motor vehicle and this includes keeping a safe distance and travelling at a safe distance behind motor vehicles in front. There is no evidence to suggest that the risk mentioned in paragraph 59 will be increased as a result of the Proposed Development, or that if there is an increase in risk, that increase would be to an unacceptable or unreasonable level. To date, there has only been speculation in this regard.
- 65. The speed limit on Wyangan Avenue and Palla Street is 50km/h. It is unlikely that any vehicle approaching Wyangan Avenue from Palla Street via the slip lane will be approaching at 50km/h or taking the corner at that speed. A more realistic approach and exit speed would be between 20km/h and 30km/h to allow for any give way from the right. In those circumstances the braking distance for cars would be between 3 and 6 metres respectively, in circumstances where the car would have an unobstructed turning arc of 55.56 metres from the start of the intersection on Palla Street to the driveway entrance on Wyangan Avenue (see figure at 66 below).
- 66. By letter dated 26 March 2025, Varga Traffic Planning Pty Limited proposed an alternative option for Council's consideration to address the concerns set out in paragraph 59 above. Extracted below are drawings accompanying the letter:





67. The letter proposed a splayed driveway construction which would allow any vehicle to turn left into the Property driveway from the line marked road shoulder, clear of any traffic lanes, and the splay would allow vehicles to turn left and out simultaneously, should the need arise.
68. The letter confirms that the splayed driveway construction “*could operate safely, and that Council’s request for the major reconstruction of the Palla Street/Wyangan Avenue intersection is excessive and onerous for such a small (in traffic terms) development*”.
69. There is also a concern that the Proposed Development could increase traffic and road use. We accept that more motor vehicles entering and exiting the Proposed Development will add to traffic flow and traffic numbers, but submit that the increase is negligible. The Varga Report concludes that traffic flow as a result of the Proposed Development will increase by approximately two vehicles per hour in the morning and four vehicles per hour in the afternoon/evening.
70. The Varga Report concludes that “*the projected traffic generation potential of the site as a consequence of the development proposal is statistically insignificant and will clearly not have any unacceptable traffic implications in terms of road network capacity*”.

71. By letter dated 3 April 2025, Council sought a Peer Review of the Varga Report. Accompanying these submissions is the requested Peer Review conducted by Kelly Hollyoak of TPP Transport Planning dated 17 April 2025 (**Peer Review**).
72. The Peer Review concludes:
- (a) that the Proposed Development will likely generate approximately 2 additional vehicles per hour during the morning peak period and approximately 4 additional vehicles per hour during the evening peak period;
 - (b) the potential traffic generation of the Proposed Development is considered very low, and is not expected to have a noticeable impact on the operation of the surrounding road network;
 - (c) this level of traffic generation in general practice does not require further traffic data collection or analysis for the existing road network or a traffic modelling for assessment of the impact of traffic from the Proposed Development;
 - (d) vehicles turning left from Palla Street into Wyangan Avenue are required to give way to traffic on Wyangan Avenue with a give-way line installed on the left turn slip lane, and therefore it is expected that left turn vehicles will slow down or stop at the slip lane prior to entering Wyangan Avenue, thus the approaching speed in front of the site access driveway is expected to be much lower than 50km/h;
 - (e) notwithstanding, the site access driveway has a sight distance of more than 69 metres to traffic in both directions of Wyangan Avenue and a sight distance of more than 58 metres to traffic on Palla Street, which therefore complies with the sight distance requirement of AS2890,1:2004;
 - (f) the south-eastern end of the driveway as shown in the architectural plan is about 5.9 metres away from the tangent point of the kerb at the corner of the intersection and does not strictly comply with AS2890,1:2004, which requires the access driveway to be at least 6 metres away from the tangent point of the kerb;
 - (g) the vehicle crossing should be shifted an additional 100mm away from the bend of the slip lane in accordance with AS2890,1:2004; and

- (h) the Proposed Development would **not require a major reconstruction of the existing Palla Street/Wyangan Avenue intersection** and traffic counts for the existing intersection and an assessment using traffic modelling are considered unnecessary.
73. In keeping with the recommendation of the Peer Review, accompanying these submissions are revised plans that now show the access driveway 6 metres away from the tangent point of the kerb, which is now compliant with AS2890.1:2004.

Objection Category 2 - Impact on and availability of off-street parking

74. The Proposed Development complies with all statutory requirements and development controls regarding the off-street parking of cars, motorcycles and bicycles.
75. The nine available off-street parking spaces will be allocated to residents of the Proposed Development. No visitor parking spaces have been provided as it is not a requirement of the 2024 DCP or other applicable legislation.
76. The provision of nine off-street car parking spaces, five motorcycle spots and five bicycle spots should be considered acceptable particularly when:
- (a) the intention of the Proposed Development is to house a significant number of occupants working at Griffith Base Hospital, which would be in walking distance of the Hospital;
 - (b) the Property has excellent connectivity to reliable and frequent bus services offering residents a genuine alternative to private vehicles; and
 - (c) The property lies approximately 700 metres north of the Griffith CBD, which has a wide range of essential shops, cafes, restaurants and other services.
77. Even if the off-street parking allocation was to become exhausted, there is ample on-street parking available on both sides of Wyangan Avenue, Palla Street and Kooba Street, which in all the circumstances would not interfere with traffic flow or traffic management.

78. Any suggestion that the Proposed Development will inundate the local streets with parked cars is unfounded and merely speculative.

Objection Category 3 - The size of the Proposed Development, relevantly, the building itself

79. We reiterate the content of the Statement of Environmental Effects prepared by SKM Planning Pty Limited and dated 6 December 2024 (**SOEE**). We rely on clauses 3.3 and 6.1 of the SOEE.

80. For ease of reference, clause 3.3 of the SOEE extracted below:

An analysis of the existing uses in the locality surrounding the subject site, the neighbourhood, the Precinct, and the proposal's compatibility within this setting is discussed below.

The locality

The subject site is situated in the southern portion of the Jubilee Precinct, part of the original Walter Burley Griffin geometric town centre design. The existing land uses surrounding the site are a mixture of low- to medium-density residential areas, service stations, medical facilities, and educational establishments further to the east.

Predominant building types

The locality has no consistent, existing building types in terms of style and design. There are no overarching design themes in the locality. However, the majority of buildings are single detached one-storey dwellings.

The proposed development is for residential accommodation purposes, which is a predominant land use in the locality, is compatible with these existing uses, and is complementary to medical and educational land uses.

Consistency with or improvement of the streetscape

The streetscape of Wyangan Avenue could be described as having no consistent theme with various building styles and varied landscaping and building setbacks. The proposal would present well the street and have the appearance of a single detached dwelling with a contemporary design. The proposed landscaping would soften the appearance of the parking areas. Due to the long narrow nature of the building, the development would appear similar to a single detached dwelling from the street. Although the proposal represents the first co-living development in proximity to the hospital precinct, more medium-density development proposals are expected to be lodged with Council in the coming months to meet the demand for housing.

Front setbacks and landscaping

Front setbacks and landscaping vary in this locality; examples of zero setbacks to over 20m setbacks exist along Wyangan Avenue. The proposed setbacks and onsite siting of the proposed buildings will not be incompatible in the locality or streetscape. Wyangan Avenue contains a large road reserve. The proposed buildings would be setback around 20 m from the road carriageway. A Variation Request to the controls in the DCP has been lodged to permit the proposed 4.5 m setback.

Materials and finishes

There is no consistent use of building materials or finishes in the locality. The predominant building materials are brick, painted brick facades, and some examples of fibro and weatherboard-clad dwellings. The proposed buildings will not be inconsistent but appear contemporary in design and contribute positively to the streetscape.

Responding to prominent views and vistas

There are no prominent or high-value views or vistas on or from the site. The proposed new buildings are single-storey and will not be visually obtrusive.

The proposed co-living development is compatible with the character of the Precinct and local area. The proposal is a positive contribution in terms of use and design in the Griffith Central Business District.

81. For ease of reference clause 6.1 of the SOEE is extracted below:

The site is in the Jubilee Precinct of Griffith, part of the Health Precinct Master Plan. The new Griffith Base Hospital and St. Vincent's Hospital are situated around 200 m from the site. The existing land uses surrounding the site consist of a mixture of low to medium-density residential and commercial premises, health services, and some offices. The Precinct is anticipated to transition from predominantly low-density residential to low-medium-density residential, providing additional accommodation to support the health services sector. The site is also conveniently close to public transport and grocery stores, which are a 700 m walking distance away.

There are no prominent or high-value views or vistas to or from the site. The proposed new buildings are single-storey and will not be visually obtrusive. The proposal will not impact existing properties by overshadowing or causing a loss of privacy. While the proposed buildings may not be consistent with existing designs, they will appear contemporary and contribute positively to the streetscape. The proposed landscaping of the site and the road reserve will enhance the visual appearance of Wyangan Avenue.

The proposal is appropriate in its proposed setting, compatible with the existing established land uses and unlikely to impact on privacy of existing adjoining residences. The proposal is also in keeping with the expected future character of the area as described in the DCP.

Objection Category 4 - The nature and use of the Proposed Development, relevantly, the fact that it is a co-living development and the number of people that would occupy the building

82. We repeat and rely on those matters set forth in paragraphs 10 to 56 above and submit that:

- (a) the Proposed Development is in a form that promotes and addresses the strategies, aims and objectives that Council has studied, promoted, discussed, adopted and implemented since at least 2012;
 - (b) the Proposed Development assists Council in achieving its aims and objectives under each of the following instruments, and is plainly consistent with the affordable housing strategies contained within each of them:
 - (i) Griffith Land Use Strategy – Beyond 2030, November 2012;
 - (ii) Griffith Housing Strategy 2019;
 - (iii) Strategic Planning Statement - Growing Griffith to 2045, September 2020;
 - (iv) Griffith Health Precinct Master Plan, July 2023;
 - (v) Council’s Residential Development Control Plan (as of 17 August 2020) – Amendment No. 1;
 - (vi) Council’s Residential Development Control Plan (as of 26 November 2024) - Amendment No. 2;
 - (c) The Proposed Development complies with Council’s Residential Development Control Plan and all applicable NSW Legislation;
 - (d) in the background of the strategies, policies and guidelines ventilated and ultimately adopted by Council since at least 2012, which are stated to extend beyond 2045, it is only incumbent on Council to support the Proposed Development as it fits squarely within the objectives it has chosen and agreed to achieve to support the City of Griffith; and
 - (e) it is abundantly clear that there is a dire need for the Proposed Development to assist in alleviating the housing crisis facing the City of Griffith.
83. The main aim of the Proposed Development is to accommodate:
- (a) health professionals, Hospital staff and essential workers;
 - (b) fly-in fly-out workers;

- (c) retirees; and
 - (d) those of whom conventional home ownership is not affordable or suitable for their needs or desired lifestyle.
84. The accommodation will be for a minimum three-month term and will not be offered for short-term tourist and visitor accommodation.
85. For abundant clarity and in the event of any confusion as to the form of accommodation that will be offered, the Proposed Development is **not intended to be used or offered as social or community housing**. Occupants of the Proposed Development will need to demonstrate current or potential gainful employment and a capacity to meet the accommodation fees and charges.
86. We refer to section 4.6 of the SOEE which is extracted below:

The CLD will be a privately managed and operated facility. An onsite manager is to be employed and will be required to reside onsite and oversee the facility's running and management. A Plan of Management would be submitted as a post-approval matter. Matters to be addressed in a Plan of Management would include:

- management and supervision through an onsite manager or regular visits;
- kitchen usage, the provision of meals or resident provision of meals;
- noise inside the co-living house and in adjacent private open space areas;
- use of communal space and facilities;
- parking for cars and restricting the parking of vehicles within the road reserve;
- cleanliness and maintenance of the property and grounds;
- house rules (covering issues such as access to rooms, keeping shared facilities clean and tidy, visitors, pets, quiet enjoyment etc.); and

- 24-hour contact details.

Key measures to ensure the amenity of adjacent residences are maintained would include:

- Limiting the use of the communal areas to between the hours of 8 am and 10 pm;
- Ensuring that no parties occur onsite;
- Providing an operational manual that is available to neighbours and must be implemented by the Manager and the occupiers.

87. It is appropriate here to identify an **error in the SEE**. In the SEE, it is stated that each room will house single occupants. That is incorrect. **It is proposed that single rooms will accommodate no more than 1 occupant, whereas double rooms, which are more suitable for couples, will house no more than 2 occupants.**

Objection Category 5 - The location of the Proposed Development and suggestions that a co-living development is not appropriate for the proposed location

88. We repeat the matters set forth in paragraphs 10 to 56 above and submit that the Proposed Development:
- (a) is in a form that promotes and addresses the strategies, aims and objectives that Council has studied, promoted, discussed, adopted and implemented since at least 2012;
 - (b) assists Council in achieving its aims and objectives under each of the following instruments, and is plainly consistent with the affordable housing strategies contained within each of them:
 - (i) Griffith Land Use Strategy – Beyond 2030, November 2012;
 - (ii) Griffith Housing Strategy 2019;

- (iii) Strategic Planning Statement - Growing Griffith to 2045, September 2020;
 - (iv) Griffith Health Precinct Master Plan, July 2023;
 - (v) Council's Residential Development Control Plan (as of 17 August 2020) – Amendment No. 1;
 - (vi) Council's Residential Development Control Plan (as of 26 November 2024) - Amendment No. 2;
- (c) complies with Council's Residential Development Control Plan and all applicable NSW Legislation;
- (d) is in a location consistent with those areas earmarked by Council for the construction of short-term term low-cost cost affordable housing, including boarding houses, and in this regard, we rely on:
- (i) Strategy 12 of the 2019 Housing Strategy – **Council will actively promote and support the development of high quality, “New Generation” Boarding Houses in locations within 400 metres of B2 or B4 zoning in Griffith**,⁵⁴
 - (ii) the Property lies within the Health Precinct and is approximately 200m from the Griffith Base Hospital;
 - (iii) Guiding Principles identified in the Health Precinct Master Plan – most notable of which is Guiding Principle 5 – and the fact that the Property is located within the *Arc of Opportunity for Medium Density Living & Accommodation* noted under the Guiding Principle;
 - (iv) the Health Precinct Master Plan earmarks the immediate vicinity of the Property for future Development Opportunities, including a potential independent living village with single storey units and 2-3 storey apartment and townhouse buildings – Zone A1 of the Health Precinct Master Plan;

⁵⁴ 2019 Housing Strategy, Section 2.4.3, Page 21

(v) Council's land use framework diagram suggests the creation of four new land use "zone" types. Zone A1 and A2 (of which the Property forms part) would be zoned for medium density and supportive accommodation, including but not limited to boarding houses.⁵⁵

(vi) Planning Priority 1 of Beyond 2045 is to increase urban density and housing affordability. Action 1.1C of Beyond 2045 accepts:

*Supportive land use policies and development controls can assist in the provision of affordable housing in Griffith. **The provisions of the State Environmental Planning Policy (Affordable Rental Housing) 2009 which support affordable housing should be reflected in all Council's policies, plans and development controls. Council should also be supportive for boarding houses and residential flat building within 400m from Griffith's CBD.***

(vii) Beyond 2045 incorporates Strategy 8.1 and identifies Action 8.1C which is said to **support and provide housing options for medical staff within or in proximity to the hospital precinct**. Action 8.1C accepts:

*The Health Precinct Master Plan would also provide development controls to support diverse housing options for medical staff based on their needs including the provision of **suitable sites for short stay accommodation, housing share options, new generation boarding houses** and unit development.⁵⁶*

(viii) the Property is located within the Jubilee Precinct as defined under the 2020 DCP and 2024 DCP⁵⁷;

(ix) the **Future Character** of the Precinct is stated as:

⁵⁵ Section 12.2, Health Precinct Master Plan

⁵⁶ Beyond 2045, page 48

⁵⁷ 2020 DCP, Section 3.5, Page 11

*The projected future character of the area is to increase residential density through secondary dwellings and dual occupancies in rear yards and strategically placed multi-dwelling housing. A low-medium density FSR has been chosen to promote increased densities while retaining landscaped areas on lots. Corner allotments should be promoted for multi-dwelling housing, terraces or manor houses. **Boarding houses and co-living housing should be located at the southern extent of the precinct closer to the CBD.***

(x) the Property is located at the southern extent of the precinct, closer to the CBD.

89. The location and nature of the Proposed Development is clearly consistent with Council's strategies, aims and objectives.

Objection Category 6 - The number of car spaces included in the Proposed Development

90. We rely on the Varga Report in response to these objections. Particularly, section 4.
91. The 2024 DCP requires 0.4 off-street car parking spaces for each room of the Proposed Development. There are 22 proposed rooms, which equate to a requirement for a total of 8.8 off-street car parking spaces.
92. The Proposed Development makes provision for a total of 9 off-street car parking spaces, 5 bicycle spaces and 5 motorcycle spaces, all located within the proposed at-grade outdoor parking area designated on the Property.
93. These numbers comply with all Council's Development Control Plans and all State Legislation.
94. In the event that on-street parking is required, then due to the nature of the area surrounding the Property, and except for the bus stops along both sides of Wyangan

Avenue, there are generally no kerbside parking restrictions in the local roads in the vicinity of the Property, including along the frontage of the Property.

Conclusion

95. We are not unsympathetic to the objections raised by residents and understand the cautious approach when it comes to change. However, in the present economic and housing crisis, the need for the type of development proposed by the Application is unequivocal. The City of Griffith is drowning when it comes to low-cost affordable housing and is in dire need of a development in the nature of that proposed by the Application.
96. We note the objections and have taken them onboard. We can assure the community that all steps will be taken to minimise any temporary inconvenience that may be caused in completing the Proposed Development and beyond. We will ensure that all reasonable steps are adopted (including the implementation and enforcement of an appropriate Management Plan) to ensure that the Proposed Development, once complete, will not interfere with the quiet use and enjoyment of surrounding properties and neighbourhood.
97. We stand ready and willing to work with Council and the community to build and maintain a contemporary co-living development to house the shortage of hospital staff, low-income workers and other essential workers who need accommodation within the City of Griffith.

Yours faithfully,

Mark & Isabella Secivanovic

FILE NOTE



FROM: Greg Balind – Development & Traffic Coordinator
DATE: 6 May 2025
SUBJECT: DA 27/2025 – Proposed Co-living Development
Lot 19 DP758476 – 6 Wyangan Avenue
DETAILS: Traffic Assessment – Refusal of DA

Please see below comments relating to the subject development – specifically addressing vehicle access and traffic/road safety. It is recommended that due to the adverse road safety outcomes relating to the proposed development – that the application be **refused**.

BACKGROUND:

Development application reference number DA 27/2025 was submitted to Griffith City Council via the NSW Planning Portal for the demolition of an existing dwelling and the subsequent construction of two new connected and freestanding co-living building ('the development') on Lot 19 DP 758476 – 6 Wyangan Avenue. The site is situated in close proximity to the intersection of Wyangan Avenue and Palla Street in the North Griffith residential area and sustains a frontage of approximately 25 metres to Wyangan Avenue (see figure 1 below.)



Figure 1: Site location – 6 Wyangan Avenue

At present the site is occupied by a single residential dwelling with a vehicle accessway adjacent to the northern boundary connecting to Wyangan Avenue. The respective Statement of Environmental Effects (*SKM Planning - December 2024*) indicates the development would consist of 21 rooms and a manager's residence aimed at providing affordable housing options for the Griffith Community. While the SOEE advises there will be accommodation provided for 22 persons comprising of nine single rooms, 12 double rooms (including two accessible) and one manager's residence, architectural plans (*pti Architecture - 17 February 2025*) show 13 double rooms (including two accessible) and nine single rooms – therefore potentially accommodating 35 persons when at full capacity.

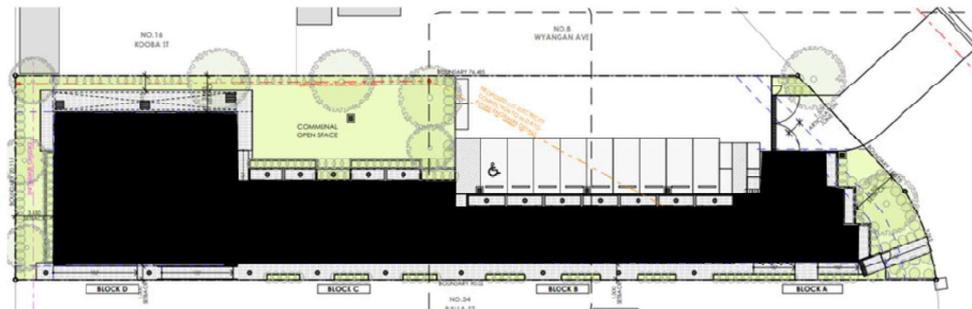


Figure 2: Proposed site layout

Traffic Generation

In a Traffic and Parking Assessment Report (Varga Traffic Planning – 7 February 2025), reference was made to the *Transport for New South Wales's (sic) publication Guide to Transport Impact Assessment, Chapter 5 – Land use Trip Generation (Version 1.1, 2024)* document to calculate the traffic generation the development would produce. While that document does not specifically provide numbers for a co-living development, traffic generation for boarding house style accommodation was used to assess traffic numbers. Council concurs a boarding house as per the definition in the TfNSW document aligns with the proposed use of the site as a co-living development. As per that TfNSW guide, the Varga report provided an indication the would attract a nett increase in traffic generation of two (2) additional vehicle trips during the AM peak, and four (4) additional vehicle trips in the PM peak. It should be noted these numbers account for a development that has the potential to accommodate 35 persons and parking for 10 vehicles.

Addition comments on traffic generation methods will be provided later in this report.

Vehicle Access

As part of the development, it is proposed to upgrade the existing access to the site by way of providing a 5.5 metre wide accessway from Wyangan Avenue to the property boundary. The southern-most edge of the accessway will be located six (6) metres to the north of the tangent point associated with the Wyangan Avenue/Palla Street intersection therefore in compliance with Council's Engineering Guidelines. The accessway is also approximately 16.1 metres from the give-way line in the centre of the Palla Street slip lane. Turning path diagrams (*pti Architecture – March 2025*) submitted in support of the development indicate the two-way simultaneous movement of the largest vehicle to access the site (Austroads B99 Design Vehicle) is achievable via the proposed accessway. However, vehicles turning left into the development will do so from the northbound travel lane of Wyangan Avenue and in close proximity to the Palla Street slip lane intersection. Council has concerns with respect to the potential conflict associated with vehicles ingress/egress of the site via the proposed accessway, and, through vehicles not associated with the development entering Wyangan Avenue via the Palla Street slip lane in close proximity to the said accessway of the development site. Again, further commentary on potential conflict and access will be provided later in this report.

Parking

Nine (9) on-site car parking bays including one (1) disabled parking bay are proposed to cater for occupant vehicle parking. On-site motorcycle and bicycle parking is also proposed.

Peer Review – Varga Traffic and Parking Assessment Reports

Following Council's review of the Varga Traffic and Parking Assessment Report(s) it was deemed there was insufficient information contained within those reports to undertake a comprehensive assessment of traffic related matters associated with the proposed development. This was even after additional information was sought from Varga Traffic Planning seeking a justification of their conclusions the accessway was 'appropriate' as contained in their reports. Due to the unsatisfactory response relating to the traffic assessments, a peer review was sought to be conducted on the Varga Traffic and Parking Assessment Reports dated 10 March 2025

and 26 March 2025 to determine whether the conclusions were sound. That review was subsequently undertaken by *The Transport Planning Partnership* (tpp) – but was **limited to safe sight distance requirements as per Australian Standard 2890.1, and, the potential traffic impact on the road network** as a consequence of the proposed development. The outcomes of that review by tpp were provided to council by way of a report dated 17 April 2025.

With regards to the sight distance requirements between drivers exiting the site and those on the adjacent road network, tpp concurred with Varga's conclusion that based on desktop assessments, safe distances as per Australian Standards 2890.1 were able to be achieved. **No assessments were undertaken or comments provided with respect to the potential for rear end crashes at the site nor the adverse observation angles required when exiting the development site.**

On the issue of any traffic generation impact the development may have on the existing network, tpp also concurred that the conclusions arrived at by Varga - based on the *Transport for New South Wales Guide to Transport Impact Assessment (2024)* – that the additional 2 vehicles during AM peak and 4 vehicles during the PM peak 'is considered very low, and is not expected to have a noticeable impact on the operation of the surrounding road network' (tpp review – April 2025). Essentially, the tpp review did not discount or deviate from the information as supplied in the various *Varga Traffic Planning* reports as submitted.

Note: The development's traffic generation numbers provided in the Varga reports were based on information contained within the *Transport NSW Guide to Transport Impact Assessment (2024)* – specifically *Chapter 5.6.2 – Residential*. When developing that guide in 2022, Transport for NSW commissioned *The Transport Planning Partnership* to undertake an analysis of traffic generation for the boarding houses component of that document. The data and analysis documents relied upon by Transport for NSW within that document were created by *The Transport Planning Partnership* which is the same organisation that peer reviewed the traffic generation figures included in the *Varga Traffic and Parking Assessment* documents. Essentially, *The Transport Planning Partnership* reviewed the analysis of traffic generation in the Varga reports that were based on their own assessments provided to Transport NSW in 2022. Therefore - it would be ineffectual for adverse findings to be made by *The Transport Planning Partnership* with regards to the methods used by Varga to determine traffic generation of the proposed development when they (*The Transport Planning Partnership*) was the original entity responsible for determining those methods on behalf of Transport NSW.

COUNCIL ASSESSMENT

To support Council's position for the refusal of this development application based on road safety issues, assessments using Austroads Vehicle Classification Systems, Australian Standards 2890.1, vehicle classification systems, stopping distance calculations for light vehicles, site observations and assessments of the road network were conducted in the vicinity of the proposed development site.

ROAD NETWORK ASSESSMENT

Wyangan Avenue

Wyangan Avenue has a bitumen sealed surface and is defined as a sub-arterial road under Council's road hierarchy with a default urban speed limit of 50km/h. The road is a gazetted B-double heavy vehicle route and is also an approved bus route. Traffic classifier counts obtained 50 metres south of Kooba Street (i.e. in the vicinity of the proposed development) in November 2021 showed an Annual Average Daily Traffic (AADT) count of 5689 vehicles per day used Wyangan Avenue Street in both directions. The split in vehicle directions showed an AADT of 2654 vehicles on the travel lane (northbound) immediately fronting the proposed development site. The 85th percentile speed recorded at that site was 47.33km/h.

Palla Street

Palla Street has a bitumen sealed surface and is defined as a sub-arterial road under Council's road hierarchy with a default urban speed limit of 50km/h. The street is a gazetted B-double heavy vehicle route and is also an

approved bus route. The through lane of Palla Street terminates at a T-intersection with Wyangan Avenue however a left turn slip lane exists that similarly terminates at a T-intersection with Wyangan Avenue – therefore through traffic enter into the travel lane of Wyangan Avenue rather than a dedicated auxiliary lane.

Traffic classifier counts obtained 100 metres south of Wyangan Avenue intersection in November 2021 showed an Annual Average Daily Traffic (AADT) count of 4078 vehicles per day used Palla Street in both directions. More recently (April 2025) traffic classifier data obtained in the Palla Street slip lane (one direction only) approximately 8 metres south/west of the Wyangan Avenue intersection showed an AADT of 1829 vehicles per day. The 85th percentile speed recorded at that site was 31.12km/h.

STOPPING DISTANCES

Light Vehicle Stopping Distance

When taking into account the 85th percentile speed (31.12km/h) of vehicles travelling within the Palla Street slip lane, stopping distances for light vehicles was applied to and compared with available distances on the road network. When allowing for reaction time and a dry surface, the stopping distance for a light vehicle travelling at 30km/h is 19 metres (Source: Transport for New South Wales.) The distance between the accessway of the proposed development and the centre of the slip lane at the give-way hold line of Wyangan Avenue is approximately 16.1 metres therefore within the 19 metre stopping distance and in an area of potential conflict. When adding the length of a B99 vehicle (at least 5.2 metres) slowing to turn left from the travel lane of Wyangan Avenue into the development site, the distance from the rear of that vehicles to the centre of the slip lane at the give-way hold line on Wyangan Avenue is reduced to 10.9 metres - therefore encroaches well into the 19 metre safe stopping distance associated with a vehicle travelling through the slip lane and across the give-way hold line at 31.12km/h. It should be further noted that should a B85 vehicle commence to turn left into the development site from the shoulder of Wyangan Avenue (*see figure 3 above,*) the rear of the vehicle is not clear of the through travel lane of Wyangan Avenue until the vehicle is approximately 10 metres from the centre of the Palla Street slip lane give-way line – therefore this proposed line of travel is still within the 19 metre stopping distance conflict area.

During observations of the site conducted by council staff, it was determined drivers turning left into Wyangan Avenue from the Palla Street slip lane did so at a speed where it was deemed there would be insufficient stopping distance should a vehicle be turning in or out of the development site. It was further observed that most drivers executing this left turn did so while looking to their right while exiting a non-priority road.

While Council concedes there is an existing accessway at the site, this services a single dwelling only. As part of the new development, it is proposed to increase the occupancy of the site to 22 boarding rooms.

In furtherance, when assessing community objections, two (2) objectors living in proximity to the development site indicated that *'the occupant of 6 Wyangan Avenue would drive over my nature strip to use my driveway as an easier option.'* And another objector wrote that alternative adjacent driveways were used in lieu of the driveway servicing the subject site *'owing to its proximity to the dangerous intersection.'*

Notwithstanding the above, there is also an absence in all reports (Varga/The Transport Planning Partnership) of a reference to both Palla Street and Wyangan Avenue being an approved 26.5 metre B-double heavy vehicle route and the impacts the development may have on the efficiency of that route, and, the identification of any road user safety issues that could potentially be caused by heavy vehicles using those roads given the proximity of the accessway of the site to the Palla Street slip lane and Wyangan Avenue intersection.

PROPOSED ACCESSWAY AT DEVELOPMENT SITE

Council has raised concerns with the applicant and their respective traffic consultants regarding a number of traffic safety related issues specifically with respect to potential vehicle conflict associated with the accessway and its location in close proximity to the Palla Street slip lane and Wyangan Avenue intersection.

During a pre-lodgement meeting on 15 November 2024, it was indicated that vehicles turning right into the development site would increase the risk of rear end collisions due to drivers using the Palla Street slip lane looking to the right/east along Wyangan Avenue while continuing through that lane onto Wyangan Avenue where vehicles accessing the development site would be in a potential conflict point.

Any development related vehicle that slowed or was propped on Wyangan Avenue to turn left into the accessway would be within an impact zone and therefore the safety of road users would be compromised. In response to Council's concerns, the Varga report sought to address and justify the location of the accessway and the additional traffic the development will generate would not pose and adverse risk. The report further advised that *'it is the responsibility of the following driver to keep clear of the vehicle in front at all times.'* While keeping a clear distance between vehicles is an obligation under the Road Rules 2014, it does not always happen and the continued occurrence of rear end crashes on the road network is testimony to driver inattention. To a lesser degree, it was also raised that drivers egressing from the site could put themselves in a position where 't-bone' crashes may occur.

Although opportunities were provided to Varga to address the deficiencies, Council staff are not satisfied that the safe ingress/egress of vehicles associated with the development, and the mitigation of potential conflict between those vehicles and the general traffic on Wyangan Avenue and Palla Street has been satisfactorily addressed – specifically the potential for conflict between vehicles associated with the development and vehicles using the Palla Street slip lane. To further justify the perceived appropriateness of the accessway and to provide evidence the increase in traffic generation produced by the development, council sent correspondence to *Varga Traffic Planning* (3 March 2025) seeking turning path diagrams to show vehicles turning left from the Palla Street slip lane into the northern travel lane of Wyangan Avenue before turning left again onto the accessway of the subject development site could do so without conflict and without posing a safety risk. Revised plans were submitted by Varga which showed the vehicles entering from within the entirety of the travel lane of Wyangan Avenue before turning left into the subject site's accessway. This was contrary to the previous information provided in the Varga report dated 7 February 2025 where it was advised *'a vehicle entering the subject site will approach the proposed driveway from the line marked road shoulder in Wyangan Avenue, clear of the main traffic lane.'* This turning movement and subsequent access to the site was deemed unacceptable by council due to the potential for vehicle conflict still existing. Subsequently, on 13 March 2025, additional information was sought from Varga to:

- provide amended designs removing the Palla Street slip lane are reconfiguring the intersection of Palla Street and Wyangan Avenue into a t-intersection
- provide an analysis of traffic generation volumes by vehicle type, and, existing peak traffic volumes of both roads.
- provide evidence the accessway to the proposed development site will achieve safe sight distance requirements along the existing alignment of Palla Street as per Australian Standards 2890.1

In a response by Varga (26 March 2025) council was advised it was their position that any upgrades to the Palla Street/Wyangan Avenue intersection, and, the provision of the traffic counts on Palla Street and Wyangan Avenue would be too onerous and excessive for the predicted traffic volumes generated by the development, therefore those two issues were not addressed. However, amended plans were submitted in that response that maintained access to the site from the Wyangan Avenue shoulder was possible with the addition of a splay to widen the accessway. Diagrams were provided that show the turning path of a B85 (not B99) vehicle attempting to turn right into the development site from the shoulder of Wyangan Avenue (see figure 3 below.)

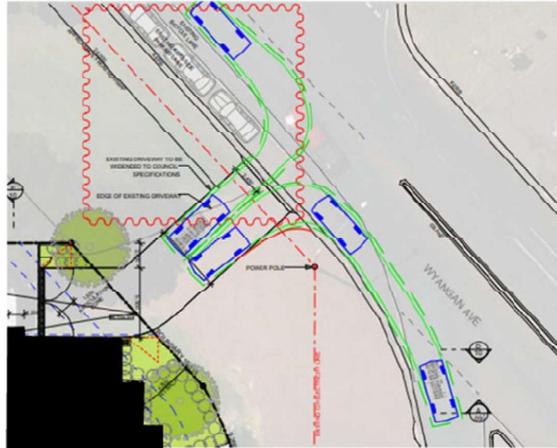


Figure 3: Turning path of B85 vehicle from shoulder of Wyangan Avenue (Source: Varga Traffic)

On assessment of the additional submissions, council deemed this concept to be unsatisfactory as the absence of physical delineation to direct a driver to take that line. The use of the Wyangan Avenue shoulder would solely rely on driver compliance when turning left in that manner. In addition, the latest plans (pti Architects – April 2025) continue to show swept path diagrams of vehicles entering the proposed development site from the travel lane of Wyangan Avenue rather than attempting that manoeuvre from the shoulder of that road (see figure 4 below.)

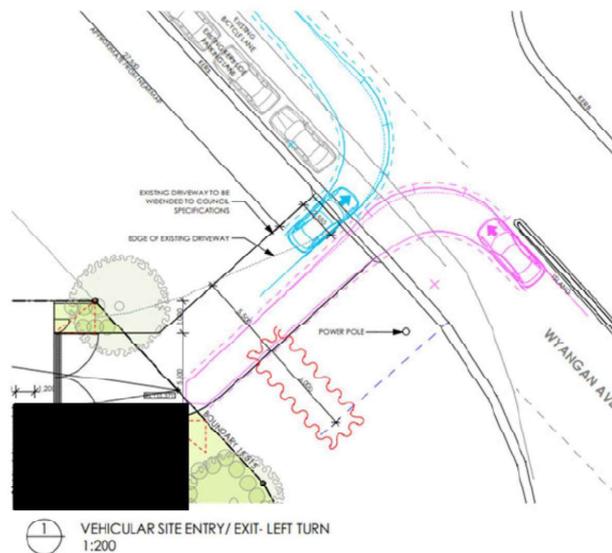


Figure 4: Left turning path of vehicle from travel lane rather than shoulder. (Source: pti Architecture)

The Varga report also included details that sought to address safe sight distances as per AS 2890.1. Diagrams submitted in that report perceived the distance a vehicle travelled in an arc manoeuvre around the slip lane of Palla Street was 55.5 metres and therefore satisfying the required minimum sight distance. However, this 55.5 metre distance relates to a road with a 40km/h frontage speed. Wyangan Avenue and Palla Street sustain the default urban speed of 50km/h therefore that default speed should have been used as the benchmark for safe sight distances. In furtherance, when taking into account the direct line of site (rather than around an arc) that distance is reduced to approximately 41 metres. It should be further noted the safe sight distance referenced by Varga demonstrated the need for the driver of a vehicle exiting the accessway adopt an observation angle of at

least 120° over their right shoulder to determine whether potential conflict was imminent. That angle is beyond a driver's normal operation of a vehicle (see figure 5 below.)

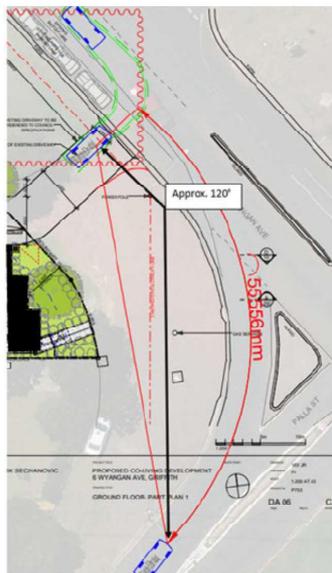


Figure 5: Observation angle (120 degrees) around slip lane (Source: Varga Traffic Planning (amended))

Based on the above, there is very little justification in the respective reports that show the assessment methods that were used to draw on the conclusions in the Varga reports. With the exception of Australian Standard 2890.1 (safe sight distances) there is a significant absence of information with regards to technical references, direct observations of traffic behaviour in the vicinity of the subject property or site inspections conducted at the site to support the conclusions contained within the respective reports. In contrast, assumptions have been made that drivers will enter the accessway from the left shoulder of Wyangan Avenue; and, it is the responsibility of the trailing driver to keep clear of the vehicle in front at all times; and, that the location of the accessway is at the furthest point away from the intersection of Palla Street and Wyangan Avenue to validate the appropriateness of traffic related issues.

TRAFFIC GENERATION

On the issue of traffic generation to the site, the Varga and The Transport Planning Partnership relied on the *Transport NSW Guide to Transport Impact Assessment (2024)* which (in the absence of co-living style accommodation) provided vehicle trip data based on boarding house data which is not dissimilar to the definition of a co-living development. That guide indicates the development will generate approximately two (2) additional vehicle trips in the AM peak and 4 additional vehicle trips in the PM peak.

Council disagrees with those predicted numbers based on the following:

To achieve the AM and PM vehicles trips, both Varga and The Transport Planning Partnership (tpp) relied of the *Transport NSW Guide to Transport Impact Assessment (2024)* which used surveys undertaken in 2022 at eight (8) metropolitan sites and three (3) so called 'regional' sites within NSW to determine such trips. However, it should be noted that the 'regional' sites referred to in the guide are Gwynneville (located 2km east of the Wollongong CBD) Mount Warrigal (19km south of the Wollongong CBD) and Markes Point (21km south of the Newcastle CBD) therefore the 'regional' classification with respect to those locations is questionable. In addition, these 'regional' areas are well serviced by public transport options including bus services that run up to 15 hours per day (Gwynneville) therefore vehicle trip generations in those areas would not be a true reflection of trip generations in rural/remote areas. The outcome of those surveys determined the average weekday vehicle trips per boarding room was 0.3 in the AM peak and 0.35 in the PM peak. It was these outcomes that were applied

to the proposed development site that achieved the assumption that the traffic generation of the development would account for two (2) additional AM trips and four (4) additional PM trips.

While both the Varga and ttp reports offers a conclusion that these figures are inconsequential when considering the surrounding road network, it appears the *Transport NSW Guide to Transport Impact Assessment (2024)* is the only source both parties relied upon to provide such numbers. Similar to the manner in which Varga provided opinions with regards to safe sight distances (as referred to above), there is a significant absence of evidence based information with regards to other technical references, direct observations of traffic behaviour in the vicinity of the subject property or site inspections conducted in the area to support the conclusions contained within the respective reports. Therefore, individual site characteristics were not addressed or taken into account within the respective traffic reports. As previously stated in this report, *The Transport Planning Partnership* was the entity responsible for developing (in part) the *Transport NSW* reference guide.

It should also be noted the *Transport NSW Guide to Transport Impact Assessment (2024)* provides a degree of limitation including advice *the guide may not be appropriate in all development situations* and that it does not provide a 'one-size-fits-all' approach. The guide indicates the *interpretation of technical requirements is to make assessments on a case-by-case basis*. Council deems the traffic generating related assessment has not taken all considerations into account – but solely relied on the use of the *Transport NSW Guide to Transport Impact Assessment (2024)*.

Local knowledge also identifies the most preferred method of transport is by way of car. Observations of similar style accommodation facilities has resulted in the identification of numerous vehicles parked either on site or overflowing on to the street adjacent to the property. In support, the 2021 census indicated 74.2% of the Griffith population travelled to work by car as a driver – but only 0.3% used public transport (bus etc.)

Parking

The Traffic and Parking Assessment Report (Varga) indicates additional '*kerbside parking is available along both sides of Wyangan Avenue as there is no kerbside restrictions...including along the site frontage.*'

Council disagrees with this assumptions due to the geometry of the slip lane on the north-western corner of Palla Street at the intersection of Wyangan Avenue, and the existence of property accessways, Regulation 170 (*Stopping in/near and Intersection*), Regulation 198 (*Obstructing access to and from a driveway etc*) and 203A (*Stopping in a slip lane*) of the Road Rules 2014 means parking is restricted along the frontage of the proposed site – therefore defeating the Varga report on that aspect of on-street parking.

Site Assessment Consistency

The subject site (Lot 19 DP758476) was the subject of a DA B120/2002 relating to the establishment of a childcare centre. Assessments by council and the (then) applicant could not achieve a suitable outcome for the safe ingress/egress of vehicles through the accessway which was proposed to be in the exact same location as this development proposes. It was similarly recommended in 2002 that the Palla Street slip lane be removed and upgrades to the Palla/Wyangan intersection be undertaken by the developer. Subsequently the applicant withdrew the childcare centre DA in August 2003.

SUMMARY

The refusal of this development application in its current context is based Council's assessment of the submitted documentation by the applicant, and, the subsequent traffic related assessment/traffic related analysis conducted by Griffith City Council staff:

- Beyond a reference to the *Transport NSW Guide to Transport Impact Assessment (2024)*, there is an absence of definitive analytical evidence sustaining the submitted predicted peak hour (and outside peak hour) traffic generation figures. Council deems the traffic generation assessment process to be insufficient as the results based on that one reference document only, and do not offer a true reflection of traffic generation with respect to the development and the consequential implications the additional may have on the road network and road user safety.

- Notwithstanding the close proximity of the Palla Street slip lane, there is insufficient evidence provided by the applicant that demonstrates the ingress and egress of the site via the existing accessway can be achieved in a safe manner and without road user conflict.
- While it has been demonstrated that safe sight distances can be achieved between vehicles egressing via the accessway and vehicles on Palla Street and Wyangan Avenue, the driver's observation angle (approximately 120°) when conducting observations back to Palla Street is beyond that of a driver's normal operation of a vehicle

FILE NOTE



FROM: Greg Balind – Development & Traffic Coordinator
DATE: 21 May 2025
SUBJECT: DA 27/2025 – Proposed Co-living Development
Lot 19 DP758476 – 6 Wyangan Avenue
DETAILS: Traffic Assessment – Refusal of DA

Please see below an assessment of the reply submitted by Mark & Isabella Secivanovic (the 'applicants') dated 22 April 2025 to the objectors concerns with respect to this development.

While the applicant advised there were six (6) broad categories raised by objectors, this assessment relates to category (a) *the proximity of the Proposed Development to the intersection of Wyangan Avenue and Palla Street and the effect on traffic* which commenced at paragraph 59 of that response.

Council's comments are in blue below.

59. There is concern that there is a risk of motor vehicles using the Palla Street slip lane turning left onto Wyangan Avenue may not be able to differentiate between (a) a motor vehicle in front turning left onto Wyangan Avenue and continuing along Wyangan Avenue and (b) a vehicle turning into the driveway of the Proposed Development.

60. We accept that there is a risk. But it is no more a risk than what presently exists or has existed since the construction of the current driveway to the Property.

The respondent has not addressed how drivers will differentiate between left turning traffic continuing on Wyangan Avenue and left turning traffic into the development site. That is because a differentiation is unable to be achieved.

Council response:

(Also addressed in engineering report dated 6 May 2025)

Addressing both 59 and 60 above, council has considered the submissions from the residents that provides evidence of *vehicles coming from Palla Street turning onto Wyangan Avenue have a habit of speeding up around the bend and only looking for traffic coming from the driver's right side direction....and when they are not required to give way generally speed up and move through the intersection.* While a perceived risk at the site (and on any road network) is acknowledged, the traffic volume associated with a single occupancy dwelling is negligible in comparison to the proposed multi-dwelling development increases that risk. Available ratified crash data (TfNSW 2014-2024) indicates zero crashes have occurred at the site.

61. A similar risk exists in relation to both 32 and 34 Palla Street. Indeed, the driveway to 34 Palla Street is practically on the Palla Street slip lane. Similar situations exist at the intersections of:

- (a) Wyangan Avenue and Noorila Street;
- (b) Koorungal Avenue and Kookora Street; and
- (c) Bringagee Street and Gunbar Street.

Council response

The driveway extending from the road across the road reserve to 32 Palla Street does not pose a similar risk as that accessway is entirely on Palla Street and approximately 45 metres to the south of the commencement of the slip lane (see photo 1 below.) Drivers at that location are not in a position where they need to look to their right to give way to other vehicles due to their distance back from the Palla Street/Wyangan Avenue decision point.



Photo 1: Layback and accessway to 32 Palla Street (Source: Google Images)

With respect to 34 Palla Street, there is no formal accessway/driveway across the large gravel road reserve between Palla Street and the property boundary. A layback providing access to the road reserve fronting 34 Palla Street is located approximately 19 metres (south) from the commencement of the slip lane. An assessment of that accessway showed vehicle tyre impressions between this layback and the road reserve at the front of 34 Palla Street being identified on the surface - demonstrating this is a well trafficked and most preferred access to 34 Palla Street. (See photo 1 below)



Photo 2: Southern layback providing access to road reserve adjacent to 34 Palla Street. Note: tyre impressions to/from road reserve via layback

An additional layback (as mentioned in 61 above) exists at the commencement of the Palla Street slip lane that provides access to the road reserve at the front of 34 Palla Street. There is an absence of tyre impressions leading from that layback to the road reserve fronting 34 Palla Street – indicating the access is seldom (if ever) used. (see photos 2 and 3 below.)



Photo 3: Layback (northern aspect) at the commencement of the slip lane providing access to road reserve fronting 34 Palla Street. Note: absence of tyre impressions to/from road reserve via layback



Photo 3: Layback (eastern aspect) at the commencement of the slip lane providing access to road reserve fronting 34 Palla Street. Note: absence of tyre impressions to/from road reserve via layback

On the issue of similar situations as per (a) – (c) above council can advise:

Wyangan Avenue and Noorilla Street

Noorilla Street has a left turn slip lane entering into Wyangan Avenue. The distance between the centre of the giveway hold line of the Noorilla Street slip lane and the first accessway servicing a property on Wyanga Avenue is 64.6 metres. In contrast, the distance between the centre of the giveway hold line of the Palla Street slip lane and the accessway to the proposed development site (6 Wyangan) is approximately 16.1 metres.

Koorungal Avenue and Kookora Street

The intersection of Koorungal Avenue and Kookora Street is controlled by a roundabout and does not sustain a slip lane. The closest property (2 bedroom unit) accessway from the roundabout is on Koorungal Avenue at a distance from the centre of the giveway hold line of Kookora Street of approximately 17.2 metres. It should be noted that prior to 2009, the intersection of Koorungal Avenue and Kookora Street was previously controlled by giveway signs/lines only (roundabout installed in 2009.) The construction of the accessway to the Koorungal Avenue property was already in situ – having been constructed approximately 15 years prior to the roundabout in a location that satisfied relevant engineering guidelines.

Bringagee Street and Gunbar Street.

Gunbar terminates at a T-intersection with Bringagee Street. No slip lane exists at that site.

62. *The proposed slip lane is no different to any normal roundabout. If a car were to approach a roundabout to turn left, it would need to slow down, give way to traffic on the roundabout and approaching from the right, and would proceed to turn left as they would in using a slip lane. The same level of risk would be posed in relation to any driveway located shortly after the exit from the roundabout.*

A slip lane gives a definitive left turn manoeuvre where as a roundabout has deflections on the approach to slow vehicles then provides four (4) options (left/right/straight through/U-turn.)

Generally, any driveway located shortly after the exit from the roundabout services a single residence only – not a multi-residential development.

63. *We rely on the Varga Traffic Planning Pty Limited Traffic & Parking Assessment Report dated 7 February 2025 (Varga Report), and in particular his comments at page 5 extracted below: The following advice is provided in response to the “traffic and parking” matters raised in the Pre-DA meeting with Council:*

- *the current location of the proposed driveway is considered acceptable because: a vehicle entering the subject site will approach the proposed driveway from the line-marked road shoulder in Wyangan Avenue, clear of the main traffic lane*

Already addressed in the engineering report dated 6 May 2025

it is the responsibility of the following driver to keep clear of the vehicle in front at all times

Correct. But drivers are not always responsible – case in point – rear end crashes.

the proposed driveway is at the optimal location for turning into the site as it is furthest away possible from the Wyangan Avenue and Palla Street intersection

Optimal does not mean appropriate mitigate safety risks

right-turn exit from the site is considered acceptable because there is sufficient sight distance to the south to Palla Street for an exiting vehicle

Already addressed in the engineering report dated 6 May 2025 (adverse angle)

all car parking spaces are to be assigned to residents of the development with no visitor parking proposed onsite as SEPP (Housing) 2021 does not specify a visitor parking requirement, therefore no turning bay is required.

Planners to address

64. *Motorists have a duty to use due care and skill when operating a motor vehicle and this includes keeping a safe distance and travelling at a safe distance behind motor vehicles in front. There is no evidence to suggest that the risk mentioned in paragraph 59 will be increased as a result of the Proposed Development, or that if there is an increase in risk, that increase would be to an unacceptable or unreasonable level. To date, there has only been speculation in this regard.*

Neither is there evidence that the risk will be mitigated. While drivers have a duty of care, crashes still occur. In addition, due to the raised centre median and the kerb and gutter along the slip lane, there is no escape route for evasive action.

65. The speed limit on Wyangan Avenue and Palla Street is 50km/h. It is unlikely that any vehicle approaching Wyangan Avenue from Palla Street via the slip lane will be approaching at 50km/h or taking the corner at that speed. A more realistic approach and exit speed would be between 20km/h and 30km/h to allow for any give way from the right. In those circumstances the braking distance for cars would be between 3 and 6 metres respectively, in circumstances where the car would have an unobstructed turning arc of 55.56 metres from the start of the intersection on Palla Street to the driveway entrance on Wyangan Avenue.

In the absence of evidence/justification a vehicle would take 3 and 6 metres to stop, this cannot be accepted. As per the engineering report, the stopping distance of a vehicle travelling at 30km/h on a dry road with a reaction time of 2 seconds is 19 metres.

66. By letter dated 26 March 2025, Varga Traffic Planning Pty Limited proposed an alternative option for Council's consideration to address the concerns set out in paragraph 59 above. Extracted below are drawings accompanying the letter:

67. The letter proposed a splayed driveway construction which would allow any vehicle to turn left into the Property driveway from the line marked road shoulder, clear of any traffic lanes, and the splay would allow vehicles to turn left and out simultaneously, should the need arise.

Both 66 and 67 addressed in the engineering report dated 6 May 2025. Turning diagrams showed only B85 sized vehicles turning in – yet showed B99 sized vehicle exiting.

68. The letter confirms that the splayed driveway construction “could operate safely, and that Council's request for the major reconstruction of the Palla Street/Wyangan Avenue intersection is excessive and onerous for such a small (in traffic terms) development”.

Turning path diagrams show vehicles turning from shoulder of road which is an unusual manoeuvre.

69. There is also a concern that the Proposed Development could increase traffic and road use. We accept that more motor vehicles entering and exiting the Proposed Development will add to traffic flow and traffic numbers, but submit that the increase is negligible. The Varga Report concludes that traffic flow as a result of the Proposed Development will increase by approximately two vehicles per hour in the morning and four vehicles per hour in the afternoon/evening.

Addressed in the engineering report dated 6 May 2025. Traffic generation numbers were based on the Transport for New South Wales Guide to Transport Impact Assessment (2024) with the 'regional' centres being in close proximity to Wollongong and Newcastle.

70. The Varga Report concludes that “the projected traffic generation potential of the site as a consequence of the development proposal is statistically insignificant and will clearly not have any unacceptable traffic implications in terms of road network capacity”.

Justification required

71. By letter dated 3 April 2025, Council sought a Peer Review of the Varga Report. Accompanying these submissions is the requested Peer Review conducted by Kelly Hollyoak of TPP Transport Planning dated 17 April 2025 (Peer Review).

Addressed in the engineering report dated 6 May 2025. The peer review does not provide evidence of traffic volumes, site inspections/observations. There is an absence of data collection. The applicant is responsible for collecting data including observational counts and assessments reflective of typical conditions.

72. The Peer Review concludes:

(a) that the Proposed Development will likely generate approximately 2 additional vehicles per hour during the morning peak period and approximately 4 additional vehicles per hour during the evening peak period

Addressed in the engineering report. Traffic generation numbers were based on the information in the Varga report which relied on the Transport for New South Wales Guide to Transport Impact Assessment (2024) with the 'regional' centres being in close proximity to Wollongong and Newcastle.

(b) the potential traffic generation of the Proposed Development is considered very low, and is not expected to have a noticeable impact on the operation of the surrounding road network

Justification

(c) this level of traffic generation in general practice does not require further traffic data collection or analysis for the existing road network or a traffic modelling for assessment of the impact of traffic from the Proposed Development

As the consent authority and manager of the road, Griffith City Council disagrees.

(d) vehicles turning left from Palla Street into Wyangan Avenue are required to give way to traffic on Wyangan Avenue with a give-way line installed on the left turn slip lane, and therefore it is expected that left turn vehicles will slow down or stop at the slip lane prior to entering Wyangan Avenue, thus the approaching speed in front of the site access driveway is expected to be much lower than 50km/h.

Addressed in the engineering report dated 6 May 2025. While vehicles on Wyangan have priority – not every driver/vehicle using the Palla Street slip lane will encounter a vehicle approaching from their right along Wyangan Avenue. Therefore, is no need to slow or stop at the give-way line due to the absence of vehicles on Wyangan.

(e) notwithstanding, the site access driveway has a sight distance of more than 69 metres to traffic in both directions of Wyangan Avenue and a sight distance of more than 58 metres to traffic on Palla Street, which therefore complies with the sight distance requirement of AS2890,1:2004;

Addressed in the engineering report dated 6 May 2025. Drivers need to turn over 120 degrees to their right to see vehicles on Palla Street.

(f) the south-eastern end of the driveway as shown in the architectural plan is about 5.9 metres away from the tangent point of the kerb at the corner of the intersection and does not strictly comply with AS2890,1:2004, which requires the access driveway to be at least 6 metres away from the tangent point of the kerb;

(g) the vehicle crossing should be shifted an additional 100mm away from the bend of the slip lane in accordance with AS2890,1:2004; and

(h) the Proposed Development would not require a major reconstruction of the existing Palla Street/Wyangan Avenue intersection and traffic counts for the existing intersection and an assessment using traffic modelling are considered unnecessary.

(f) (g) and (h) are Subjective and addressed in the engineering report dated 6 May 2025.

73. In keeping with the recommendation of the Peer Review, accompanying these submissions are revised plans that now show the access driveway 6 metres away from the tangent point of the kerb, which is now compliant with AS2890.1:2004.

Agreed. However it is the proximity to the Palla Street slip lane that poses adverse safety for road users.

FILE NOTE



FROM: Greg Balind – Development & Traffic Coordinator
DATE: 09 July 2025
SUBJECT: DA 27/2025 – Proposed Co-living Development
Lot 19 DP758476 – 6 Wyangan Avenue
DETAILS: Traffic Assessment in response to Additional Information from the Applicant.

Kerry,

Please see below an assessment on the additional information provided on 07 July 2025 with respect to Development Application 27/2025. While traffic related information is provided later in this report, I will also comment on the proposed use of the development as that issue was included in the Varga traffic report.

Development use

The report by Robert Varga (Varga Traffic and Planning 03 July 2025) indicates the purpose of the development is *primarily to provide affordable accommodation for essential workers such as those working in the nearby medical precinct... (who) will not need to drive to/from work.*

In correspondence dated 22 April 2025 from the applicant, Mark Secivanovic, heavy referencing was made regarding the location being in the *'health precinct'* to justify the development. During his address at the council meeting dated 10 June 2025, Mr Secivanovic further stated that the development is *'simply to assist doctors and nurses who will be working 200 metres away... so if there is any misconception that it is anything other than that – then it's wrong.'*

However, the recent statements from Mr Secivanovic and Robert Varga raise some contradictions when taking into account the information contained within the Statement of Environmental Effects (SKM Planning dated 6 December 2024) which was initially lodged in support of the development. Although the SOEE identified the potential occupants of the development to include *health professionals*, it equally mentioned the site may attract occupants such as *retirees, fly in/fly out workers, and those who are unable to afford a conventional dwelling* who would also benefit from the development. The December 2024 SOEE also extracted contents of *The Griffith Housing Strategy 2019* relating to the need for *affordable dwellings for diverse and low to moderate income households due to Griffith sustaining a higher than average rate of homelessness and an increased number of people who are marginally housed.*

Subsequently, the more recent submissions by the applicant including the more recent Varga report have applied a greater emphasis on development being used by essential workers associated with the *(within walking distance)* medical precinct.

It is my view (only) that the shift by the applicant towards the (almost) exclusive use of the development by medical professionals rather than a range of occupants from diverse employment bases or lower socio-economic status is being applied to give the development prominence. As per

the SOEE and prior to Council's assessment of the DA and the notification to the applicant of community objections, the development was previously aimed at a broader demographic.

Traffic related comments

Traffic generation

The Varga report (03 July 2025) continues to perceive the potential traffic generation of the site will be 3 vehicles per hour – based on the figures contained in the TfNSW Guide to Traffic Impact Assessment (2024.) Council's position on that guide has previously been addressed, specifically when 'regional' traffic assessments were undertaken in areas not more than 19 kilometers outside of Newcastle and Wollongong rather than in a similar regional/country centre more comparable to Griffith. Council also highlighted the disclaimer in the guide that the information it provides *may not be appropriate in all development situations*, it does not provide a '*one-size-fits-all*' approach, and, *the interpretation of technical requirements is to make assessments on a case-by-case basis*. Council maintains the predicted traffic generation related assessment for this site as provided by Varga has not taken all considerations into account – but solely relied the guide.

The Varga report further uses an assumption to perceive the traffic generation associated with the development will be '*very low*' because of the occupancy *primarily* being *medical precinct* related persons walking to/from work. The report did not consider the need for other vehicle related traffic movements by the occupants (eg. travel to shops, restaurants, entertainment, friends residences, non-medical precinct employment sites etc.)

As discussed previously, there is an absence in the submitted reports, and similarly an absence in the Varga report (03 July 2025) of evidence showing a holistic assessment of traffic generation associated with the site has been conducted.

Safe Sight Distance

Council's previous responses to the Varga report and the peer review of that report by *The Transport Planning Partnership* (tpp – 17 April 2025) identified that minimum sight distances with respect of the slip lane and the subject development's accessway could be met. The newly submitted Varga report (03 July 2025) reiterated a distance of 56 – 58 metre sight distance was achieved between a vehicle exiting the accessway and a vehicle approaching the accessway when turning left via the Palla Street slip lane. While these measurements apply to the distance a vehicle travels around the slip lane rather than the direct/straight visual line of sight, it is still the adverse observation angle of at least 120° over the right shoulder that a driver must assume when executing an egress manoeuvre from the development site. That angle that is deemed to be outside a driver's normal operation of a vehicle – a concern that was provided to the applicant/Varga but still not been addressed.

In furtherance, council's traffic report (6 May 2025) provided information on the 85th percentile speed (obtained from installed classifiers) around the slip lane was 31.12km/h with the stopping distance required for a light vehicle travelling at that speed to be 19 metres. The most recent Varga report concluded the available 56-58 metre sight distance around Palla Street onto Wyangan Avenue '*is well in excess of the 19m sight distance nominated by Council.*' However, to clarify, the 19 metres nominated by council related to the stopping distance NOT the sight distance required for a vehicle travelling at 31km/h as referenced in the Varga report. These two distances (sight and stopping) discussed in the Varga report appear to have been referenced in error.

While there may be 56-58 metres of sight (travel) distance between a vehicle approaching the Palla Street slip lane and the development's accessway on Wyangan Avenue, the focus of a driver on Palla Street would not be on a vehicle entering/exiting the development's accessway 56-58 metres around the corner, the priority of that driver would be their obligations when approaching a decision point 30

metres away – namely, the street they are on which is about to terminate at a T-intersection sustaining cross traffic.

Vehicle conflict

It should be highlighted that the primary safety concern the development poses is with regards to vehicle conflict – specifically rear-end collisions. Vehicles continuing through the slip lane onto Wyangan Avenue would potentially encounter vehicles slowing significantly before turning left into the development site's accessway in extremely close proximity to that slip lane. While extensive sight distances may be evident, such clearances do not account for the potential for rear end collisions which is increased when the unexpected occurrence of a slowing/turning vehicle into an accessway arises. All left turning movements at this site are further hazardous due to the existence of the slip lane and the continuation of a vehicle at speed through the intersection while the driver of a trailing vehicle is entering a priority road.

On review of the submitted documents there is minimal evidenced based information in the previous Varga responses, in the supplementary reviews of those reports by The Transport Planning Partnership, and in the more recent Varga report (03 July 2025) that seeks to apply any treatment options that would reduce or even mitigate the potential for rear-end related crashes. The only approach by the applicant in response to the identified safety issues at the intersection/accessway is limited to it being the '*responsibility of the following driver to keep clear of the vehicle in front at all times*' and/or '*consideration could be given to replace the Give-way sign with a Stop sign.*' As previously reported, Council has already provided comment that the onus being placed upon drivers to keep clear of the vehicle in front – while true - is an unsatisfactory conclusion. With regards to the Stop sign suggestion, Australian Standards 1742.2 provides a direction that *stop signs shall not be used where intersection sight distance is adequate for (the lesser) give-way signs*. In this scenario, sight distances along the major road from the minor road is satisfactory therefore the intersection does not meet the warrants for a Stop sign.

Intersection treatment

On 13 March 2025 council advised the applicant that should amended designs showing a reconfiguration of the Palla Street/Wyangan Avenue including the removal of the slip lane that would safely accommodate all relevant vehicles (including heavy vehicles) using those roads, a recommendation for approval of the development from an engineering/traffic perspective may have achieved. On that issue, a response from the applicant and Varga (03 July 2025) indicates such treatment would be cost prohibitive with respect to the development.

Conclusion

In a report by Council's Development and Traffic Coordinator (06 May 2025) a summary was provided for the information of the applicant which included:

Notwithstanding the close proximity of the Palla Street slip lane, there is insufficient evidence provided by the applicant that demonstrates vehicle ingress and egress of the site via the existing accessway can be achieved in a safe manner and without road user conflict.

On review of all submitted documents, there is an absence of evidence based findings that show a holistic assessment of the proposed development's traffic generation and impacts on the road network has been conducted. There is similarly an absence of a strategic approach to address the potential for vehicle conflict – specifically rear-end collisions between through vehicles via the slip lane and those slowing/turning into the development site.

Council is not satisfied that the mitigation of the conflict between road users has been satisfactorily addressed by the applicant. It is due to the foregoing that Council's status on the proposed development should remain unchanged.

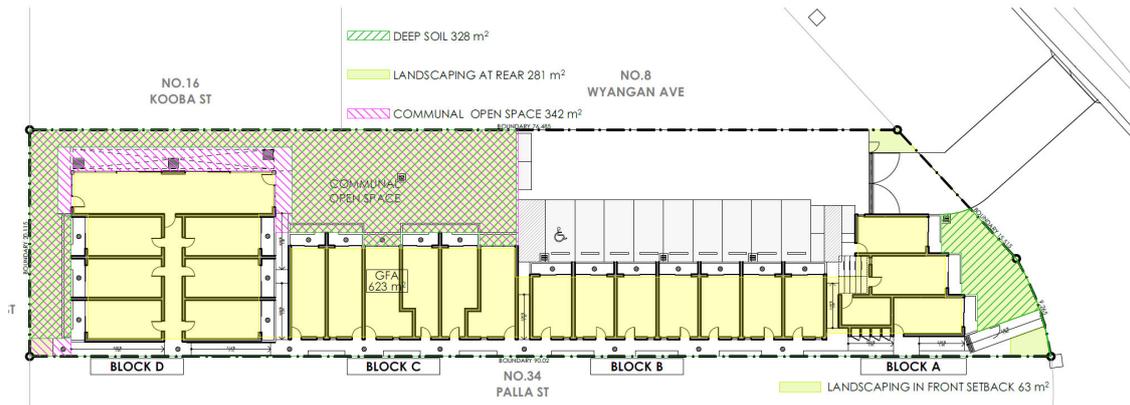


Development Assessment Report

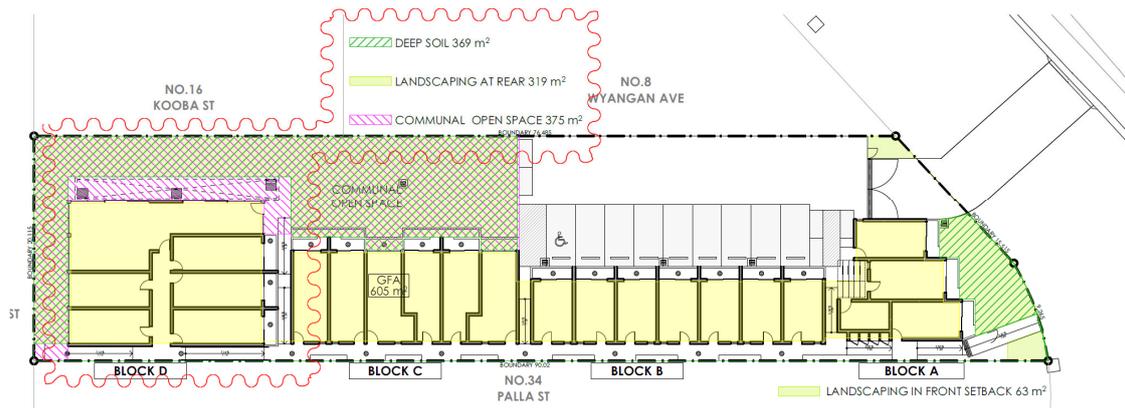
PART ONE: GENERAL ADMINISTRATION

DA No:	27/2025
Property description:	Lot 19 Section 51 DP 758476 6 Wyangan Avenue GRIFFITH
Description of proposed development:	<p>Single-storey co-living unit development – 21 units.</p> <p>The original Statement of Environmental Effects (<i>SKM Planning - December 2024</i>) indicates the proposed development consists of 21 rooms and a manager's residence aimed at providing affordable housing options for the Griffith Community.</p> <p>The applicant originally advised there will be accommodation provided for twenty-two (22) rooms being nine (9) single rooms, twelve (12) double rooms (including two accessible rooms) and one manager's residence, the architectural plans (<i>pti Architecture - 17 February 2025</i>) show thirteen (13) double rooms (including two accessible rooms) and nine (9) single rooms – therefore potentially accommodating 35 persons when at full capacity.</p> <p>In response to the Council Business Paper on 10 June 2025, the applicant has amended the plans to reduce the number of units from 22 to 21 in total without the specific managers accommodation. Changes have also been made so the proposed building is not within 5 metres of exposed overhead electricity infrastructure.</p>
Type of development:	Local
DCP Variation – Clause & %:	<p>Variation Request under Clause 1.5 of Griffith Residential DCP: Yes.</p> <ul style="list-style-type: none"> Residential DCP 4.8.1 – Front setback. 25% reduction on 6m setback sought (4.5m setback proposed instead of 6m setback) <p>Minor Variation: Yes</p> <ul style="list-style-type: none"> Residential DCP 2020 – 7.0 Boarding Houses and Co-Living – Gross room area: Slight variation requested for the accessible rooms to be 27m² in area, 2m in excess of 25m² maximum. (8% excess)
Lodgement Date	26 February 2025 – Amended Plans received 7 July 2025
Applicant's details:	Mr Mark Secivanovic Wyangan Co-Living c/- SKM Planning Level 21/133 Castlereagh Street SYDNEY NSW 2000

Landowner's details:	Nathan O'Brien 19 Forrest Street OAK FLATS NSW 2529
Landowner's consent:	All landowners have provided consent.
Cost of works:	\$1,848,000.00



Original landscaping plan. Source:pti Architecture



Amended landscaping plan. Source:pti Architecture (amended 7 July 2025)

PART TWO: SITE HISTORY

Site description & current land uses	<p>The site is located at 6 Wyangan Avenue, Griffith NSW, legally described as Lot 19 in Section 51 in Deposited Plan (DP) 758476. The site is 1705.53 m² in area, with 24.8 m of frontage to Wyangan Avenue.</p> <p>The site currently contains a single detached dwelling and two outbuildings (sheds). The site has a single driveway to Wyangan Avenue located 31 m from the intersection at Palla Street and 11m from the yield line of the slip lane from Palla Street to Wyangan Avenue. The site is void of significant vegetation.</p> <p>The site falls from Wyangan Avenue to the rear (~1 m of fall) and there</p>
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	is no formal stormwater infrastructure located at the rear of the site. The existing dwelling directs stormwater to Wyangan Avenue. The existing dwelling is connected to Council's reticulated sewer network which runs through the rear of the site.
Previous applications	<p>The site was the subject of a DA B120/2002 which sought consent for a childcare centre. The proposed driveway was located as per this current DA and assessments by Council and the previous applicant at the time could not identify a suitable arrangement for the safe ingress/egress of vehicles.</p> <p>It was recommended in 2002 that the Palla Street slip lane be removed and upgrades to the Palla/Wyangan intersection be undertaken by the developer in order to facilitate a safe access point. The Applicant withdrew the childcare centre DA in August 2003.</p> <p>A previous Complying Development Certificate (527/2018) was issued in 2018 and Occupation Certificate (527/2018) in 2023 for a proposed verandah, deck and carport.</p>
Previous subdivisions & related properties	Not applicable.
Restrictions on the title of land	Not applicable.
Easement or infrastructure affecting the land	Yes - Councils' sewer main is located within the site along the western / rear boundary. A 3 m wide easement would be required to be provided over the existing sewer main.
Existing & proposed development on adjoining land	The existing land uses surrounding the site include a mix of low to medium-density residential development and a service station across Wyangan Avenue. The site is located in proximity to the Griffith Base Hospital and St Vincents Private Hospital which are approximately 200m from the site.
Pre-lodgement discussions	<p>Yes – 15/11/24. Refer to meeting notes. Key points below:</p> <ul style="list-style-type: none"> • Proposal within setback due to wide road reserve (4.5m). • 20% communal spaces, all under SEPP • Don't max out impact on FSR • Lightweight construction • Landscaping plan to be submitted • Concept stormwater plans to be submitted • Traffic impact assessment – slip lane potential rear ends if people are turning into the driveway • 4000 vehicles a day just in that direction • Stay out of zone of influence of sewer • Privately owned main
Any previous compliance or enforcement actions	N/A

PART THREE: MATTERS FOR CONSIDERATION

A Development Assessment Panel (DAP) meeting held on 27 February 2025 considered the proposed development. The key issues identified with the proposal include the following:

- Is car parking sufficient based on number of units.
- Is turning movement required on site plan due to setback.

- There is a DCP variation to street/front setback.
- Greg will provide info comments.
- BASIX Certificate?
- Anthea referral.

Additional information requests

Date requested:	28 February 2025
Details of request:	<ul style="list-style-type: none"> • Amended site plan are required to illustrate proposed electricity arrangements from the current OH lines.
Date received:	10 March 2025

A further Additional Information request was issued to the Applicant on 13 March 2025.

Date requested:	13 March 2025
Details of request:	<p>The amended Varga Traffic and Parking Assessment Report dated 10 March 2025 does not sufficiently address the safe access of vehicles with respect to Wyangan Avenue, Palla Street and the development site. Due to the forgoing, Griffith City Council requires the following:</p> <ul style="list-style-type: none"> • An amended design is requested that removes the Palla Street slip lane resulting in Palla Street terminating at a T-intersection with Wyangan Avenue. Due to Palla Street and Wyangan Avenue being a gazetted B-double route, any proposed redesign of that intersection shall allow for the turning movements of those heavy vehicles. Swept path diagrams in accordance with Austroads Design Vehicles and Turning Path Templates Guide 2013 for the simultaneous movement of B-double configured vehicles through that intersection must also be submitted for assessment. • The provision of evidence is requested that the accessway to the proposed development site will achieve safe sight distance requirements as per Australian Standards 2890.1 – specifically citing the proximity of the Palla Street slip lane to that accessway. • An analysis traffic generation volumes to the development site is requested, taking into account existing traffic counts for Wyangan Avenue and Palla Street. That analysis shall include existing volumes by vehicle type, and, existing peak period traffic volumes by vehicle type on those roads.
Date received and assessment response:	<p>27 March 2025</p> <p>The Applicant's Response was considered and deemed to be unsatisfactory based on the following:</p> <ul style="list-style-type: none"> • Despite the figures provided in the Varga letter (26 March 2025) that show an additional AM peak of 2.3 vph and a PM peak of 3.6 vph would be generated by the development, the proposed development has 22 rooms including 13 double rooms and 9 single rooms, these projected numbers would not reflect the true peak hour vehicle trips the site would generate – notwithstanding the development has the potential to accommodate 35 persons. • The diagram as submitted infers the travel distance of 55.5 metres meets the minimum sight distance as per AS 2890.1 at 40km/h rather than the existing 50km/h limit. It should be noted the direct line sight distance is only 42.5 metres. • Drivers exiting the development site would need to look more than 120° to the right (over their shoulder) from the seating position to check for vehicles in that identified safe sight distance zone.

	<ul style="list-style-type: none"> A 'small splay' installed at the accessway will not deter vehicles from continuing to turn into the site from the travel lane of Wyangan Avenue.
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In response to the assessment above, a further information request was issued to the Applicant on 3 April 2025.

Date requested:	3 April 2025
Details of request:	<ul style="list-style-type: none"> Council has reviewed your revised traffic assessment and is not satisfied with that has been provided. We request a peer review be undertaken of the traffic impact statement by another suitably qualified consultant and that their review response be provided to Council within 14 days. We also note that a response has not yet been received to the submissions provided. Further to the above request, this allows you additional time to provide that response to the submissions. Therefore, after the closure of the abovementioned 14 day period, Council will complete the assessment of the application with the information available.
Date received and assessment response:	<p>24 April 2025</p> <p>TTPP was commissioned by the applicant to provide a peer review of the proposed development on the traffic matters raised by Council in its letter dated 13 March 2025. TTPP only addressed the safe sight distance of the proposed vehicular access against the requirements specified in Australian Standard AS2890.1:2004 and the potential traffic impact as a consequence of the proposed development (22 co-living units). Parking requirements of the proposed development, car park and associated access design, and waste/service arrangement of site were outside the scope of the peer review.</p> <p>With regards to the sight distance requirements between drivers exiting the site and those on the adjacent road network, TTPP concurred with Varga's conclusion that based on desktop assessments, safe distances as per Australian Standards 2890.1 were able to be achieved. No assessments were undertaken or comments provided with respect to the potential for rear end crashes at the site nor the adverse observation angles required when exiting the development site.</p> <p>Refer to Traffic Assessment File Note prepared Council's Development and Traffic Coordinator dated 6 May 2025 for a full review of this response and addendum 21 May 2025 addressing the applicant's response to the submissions received objecting to the application.</p>

Further to the Council Ordinary Meeting of 10 June 2025, the applicant was provided an opportunity to review the business paper and the draft notice of determination attached to that report. The applicant provided additional information to Council for assessment on 7 July 2025, reducing the number of units from 22 to 21 and increasing the setbacks to the overhead electricity infrastructure within the lot. The applicant indicated that the likely future occupants of this development would be restricted to medical professionals working at the hospital, where the original statement of environmental effects stated:

'Accommodation will be offered to those wishing to reside at the site for periods of three months or more. Potential occupants would consist of fly in fly-out workers, health services professionals, retirees, and those of whom conventional home ownership is not affordable or suitable for their needs or desired lifestyle. Accommodation will be provided to occupants as a principal place of residence.'

The additional information was notified to those originally notified and those who originally made a submission. The renotification generated an additional six (6) submissions from people who originally made submissions and no new submissions were received.

PART FOUR: SECTION 4.15 EVALUATION

Griffith Local Environmental Plan 2014	
Zoning	<p>The subject land is zoned R1 General Residential.</p>
Zone objectives	<p><i>The Objectives of zone</i></p> <ul style="list-style-type: none"> • <i>To provide for the housing needs of the community.</i> • <i>To provide for a variety of housing types and densities.</i> • <i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i> • <i>To facilitate development of social and community infrastructure to meet the needs of future residents.</i> • <i>To allow people to carry out a reasonable range of activities from their homes, if such activities do not adversely affect the living environment of neighbours.</i> <p>The statement of environmental effects provides that <i>“the proposal aims to provide residential accommodation, specifically affordable rental accommodation, in a self-contained, co-living development. The proposal would introduce a new housing typology within Griffith aimed at addressing the current demand for housing crisis”</i>.</p> <p>The development is considered to align with the Objectives of the Zone.</p>
Landuse definition	<p>Co-living housing</p> <p><i>Co-living housing means a building or place that —</i></p> <ol style="list-style-type: none"> <i>a) Has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities, and</i> <i>b) Provides occupants with a principal place of residence for at least 3 months, and</i> <i>c) Has shared facilities, such as a communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day,</i> <p><i>but does not include backpackers’ accommodation, a boarding house, a group</i></p>

	<p><i>home, hotel or motel accommodation, seniors housing or a serviced apartment.</i></p> <p>Note – <i>co-living housing is a type of residential accommodation – see the definition of that term in this Dictionary.</i></p> <p>The applicant originally provided that “<i>the proposed development accords with the land use definition as:</i></p> <ul style="list-style-type: none"> • <i>The proposal is for a co-living housing development with twenty-two (22) units with one manager’s residence. [Note amended to 21 units with no manager’s residence].</i> • <i>Accommodation will be provided to occupants as a principal place of residence for periods of three months or more.</i> • <i>Occupants will have some shared facilities limited to a communal room with a shared laundry.</i> • <i>All the co-living rooms will be partly self-contained with private kitchen and bathroom facilities. Co-living rooms will be limited to one adult per room.”</i> <p>This development is considered to be consistent with the legislation definition.</p>
Permissibility	The proposed development is permissible with consent within the R1 General Residential zone.
Applicable clauses of the GLEP2014 that relate to the application:	
Clause 1.2 Aims of the Plan	The proposed development is broadly consistent with the aims of the Griffith Local Environmental Plan 2014, and it specifically meets the objective of aim (c) which seeks to provide a variety of development options to meet the needs of the community with regard to housing, employment and services. As identified earlier in the report, the proposal specifically actions the identified need for the provision of affordable housing options within the City.
Clause 2.7 Demolition requires development consent	Complies. The proposal seeks consent for the demolition of the existing dwelling and outbuildings to facilitate delivery of the project. Appropriate conditions of consent could be applied to ensure compliance with this clause.
Clause 5.10 Heritage conservation	Not Applicable. The site is not listed as a heritage item or in a conservation area, nor near to any heritage-listed item.
Clause 5.21 Flood planning	Not Applicable. The site is not identified as flood liable land as per <i>Griffith Major Overland Flow Floodplain Risk Management Study and Plan for CBD Catchments 2013</i> .
Clause 6 Urban Release Areas	Not Applicable. The site is not identified as an Urban Release Area.
Clause 7.1 Earthworks	<p>Complies. The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.</p> <p>The applicant provides that “<i>the proposed earthworks include site preparation, excavation and levelling. A Sediment and Erosion plan would be prepared as part of the Construction Certificate documentation submitted to the certifier and Council. Implementing the Sediment and Erosion Plan and a Construction Environmental Management Plan (CEMP) would mitigate and manage the potential impacts of the earthworks on surrounding receivers</i>”.</p>

	Appropriate conditions of consent could be applied to ensure compliance with this clause.
Clause 7.3 – Terrestrial Biodiversity	Not Applicable. The site does not include any areas identified as “Biodiversity” on the Terrestrial Biodiversity Maps.
Clause 7.10 Essential services	<p>This clause indicates that <i>“Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:</i></p> <ul style="list-style-type: none"> <i>(a) the supply of water</i> <i>(b) the supply of electricity</i> <i>(c) the disposal and management of sewage</i> <i>(d) stormwater drainage or on-site conservation</i> <i>(e) suitable vehicular access”</i> <p>An assessment of these networks is provided below. While the site can be appropriately connected to water, sewer, electricity and stormwater drainage networks; Council’s engineers have identified that the proposed vehicular access arrangements are not suitable to service the proposed development).</p> <ul style="list-style-type: none"> (a) Potable water is available to the site presently via the Council owned main in Wyangan Avenue. (b) The supply of electricity: The applicant provides that <i>“Electricity is presently connected to the site from Essential Energy’s overhead powerlines located on the northern and western boundaries. The buildings have been setback 3.65m from both of these boundaries”</i>. <p>The application was referred to Essential Energy and a response was provided. The response highlighted that the plans provided did not show the distances from Essential Energy’s infrastructure and the development, there may be a safety risk. A distance of 5.0m from the nearest part of the development to Essential Energy’s poles 9611911 and 9611912 (measured horizontally) is required to ensure that there is no safety risk.</p> <ul style="list-style-type: none"> (c) The disposal and management of sewage: Councils’ sewer main is located within the site at the western/rear boundary. A 3m wide easement would be conditioned to be provided over the sewer main.



Infrastructure – pink – overhead electricity, dark brown – underground electricity, yellow – sewer, blue – water, green – drainage network

- (d) Stormwater drainage or on-site conservation: The applicant provides that “Stormwater discharges to the street presently. The proposal includes an upgraded stormwater detention and conveyance system. Council’s Onsite Detention Policy applies to the site. Concept plans for a stormwater system have been provided with the development application. An OSD tank system with a pump is proposed to be located at the rear of the site, permitting discharge to the street”.

The proposed arrangement in conjunction with conditions of consent could be applied to ensure compliance if the application were to be supported.

- (e) suitable vehicular access – **the proposed site access is unsuitable and does not comply**: As part of the development, it is proposed to upgrade the existing access to the site by way of providing a 5.5 metre wide accessway from Wyangan Avenue to the property boundary. However, this is driveway access is considered unsuitable for this site and the application is not considered to be supportable on traffic and access grounds.

The refusal of this development application is based Council’s assessment of the submitted documentation by the applicant, and the subsequent traffic related assessment/traffic related analysis conducted by Griffith City Council staff. The amending information received 7 July has not altered the assessment of this application in regard to this aspect of the proposal.

- Beyond a reference to the Transport NSW Guide to Transport Impact Assessment (2024), there is an absence of definitive analytical evidence sustaining the submitted predicted peak hour (and outside peak hour) traffic generation figures. Council deems the traffic generation assessment process to be insufficient as the results based on that one reference document only, and do not offer a true reflection of traffic generation with respect to the development and the consequential implications the additional may have on the road network and road user safety.
- Notwithstanding the close proximity of the Palla Street slip lane, there is insufficient evidence provided by the applicant that demonstrates the ingress and egress of the site via the existing accessway can be achieved in

	<p>a safe manner and without road user conflict.</p> <ul style="list-style-type: none"> While it has been demonstrated that safe sight distances can be achieved between vehicles egressing via the accessway and vehicles on Palla Street and Wyangan Avenue, the driver's observation angle (approximately 120°) when conducting observations back to Palla Street is beyond that of a driver's normal operation of a vehicle <p>Further commentary on the potential conflict and access is provided in the Engineering referral dated 6 May 2025 and that of 21 May 2025 which addresses the proponents responses to the received submissions.</p> <p>The Development Engineers provided additional assessment when the additional information was received on 7 July 2025. That assessment</p>
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Environmental Planning and Assessment Act 1979 (EP&A Act)

The applicant provides that “*The proposal promotes the objectives of the EP&A Act, specifically (d) by delivering affordable housing options. Co-Living developments were identified as a key form of alternative accommodation to support Griffith’s growth in the 2019 Housing Strategy*”.

However, the objectives of the act also require the adoption of good design and protection of the health and safety of occupants of new buildings. In this regard, Council holds significant concerns in relation to safety and suitability of the proposed access arrangements and the potential traffic impacts.

State Environmental Planning Policies

The following is a list of State Environmental Planning Policies that apply to the Griffith City Council area.

The table also identifies the applicability of the policy with respect to the subject development proposal. Where a policy has been identified as being applicable, further assessment is provided.

SEPP TITLE	APPLIES
Exempt and Complying Codes 2008	No
Biodiversity and Conservation 2021	No
Housing 2021	Yes
Industry and Employment 2021	No
Planning Systems 2021	No
Primary Production 2021	No
Resilience and Hazards 2021	No
Resource and Energy 2021	No
Sustainable Buildings 2022	Yes
Transport and Infrastructure 2021	Yes

State Environmental Planning Policies	Assessment
<p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021 – Section 2.48 Electricity</i></p>	<p>Division 5 Electricity transmission or distribution, Subdivision 2 Development likely to affect an electricity transmission or distribution network</p> <p>Electricity is currently available to the site via Essential Energy’s overhead powerlines located on the northern and western boundaries (see map in LEP section above). The buildings have been setback 3.65 m from both of these boundaries. Council referred the application to Essential Energy as the overhead lines are less than 5 m from the proposed buildings.</p>

	<p>Essential Energy provided a Referral Response provided 6 March 2025 as follows:</p> <p><i>As the plans provided do not show the distances from Essential Energy’s infrastructure and the development, there may be a safety risk. A distance of 5.0m from the nearest part of the development to Essential Energy’s poles 9611911 and 9611912 (measured horizontally) is required to ensure that there is no safety risk.</i></p> <p><i>It is also essential that all works comply with SafeWork clearance requirements. In this regard it is the responsibility of the person/s completing any works to understand their safety responsibilities.</i></p> <p><i>The applicant will need to submit a Request for Safety Advice if works cannot maintain the safe working clearances set out in the Working Near Overhead Powerlines Code of Practice, or CEOP8041 - Work Near Essential Energy’s Underground Assets.</i></p> <p>There is no record of a response from the Applicant to this Referral Response.</p>
State Environmental Planning Policy (Housing) 2021	<p>The proposal seeks consent under the provision of <i>State Environmental Planning Policy (Housing) 2021</i>. The intent of the Housing SEPP is to facilitate the delivery, increase the supply and diversity of affordable rental and social housing in NSW. The Housing SEPP allows for the development of Co-Living buildings in residential and mixed use zones. An assessment against the provisions of the Housing SEPP is provided below.</p>
State Environmental Planning Policy (Sustainable Buildings) 2022	<p>Class 3 buildings do not require the preparation of BASIX certificates. As such, no BASIX certificate has been provided.</p>

Housing SEPP Assessment
Table: Housing SEPP

Provision	Control	Proposal Outline
Co-living housing may be carried out on certain land with consent		
	<p>Development for the purposes of co-living housing may be carried out with consent on land in a zone in which—</p> <p>(a) development for the purposes of co-living housing is permitted under another environmental planning instrument, or</p> <p>(b) development for the purposes of residential flat buildings or shop top housing is permitted under Chapter 5 or another environmental planning instrument.</p>	<p>Complies. The subject site is zoned R1 – General Residential zone under the provisions of the Griffith Local Environmental Plan 2014. Co-living development is permissible with consent in both the LEP and under the SEPP.</p>
68 Non-discretionary development standards – the Act, s4.15		
<p>The object of this section is to identify development standards for particular matters relating to development for the purposes of co-living housing that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.</p>		
<p>The following are non-discretionary development standards in relation to development for the purposes of</p>		

Provision	Control	Proposal Outline
co-living housing-		
	(a) For development in a zone in which residential flat buildings are permitted—a floor space ratio that is not more than— (i) the maximum permissible floor space ratio for residential accommodation on the land, and (ii) an additional 10% of the maximum permissible floor space ratio if the additional floor space is used only for the purposes of co-living housing,	Complies. Council's DCP permits a floor space ratio of 0.7:1 in the Jubilee precinct. The proposal has an FSR of 0.37:1 and therefore complies with the standard.
	(c) for co-living housing containing more than 6 private rooms— (i) a total of at least 30m ² of communal living area plus at least a further 2m ² for each private room in excess of 6 private rooms, and (ii) minimum dimensions of 3m for each communal living area,	Complies. The proposal includes a 62m ² communal room with a minimum width of 3m.
	(d) communal open spaces – (i) with a total area of at least 20% of the site area, and (ii) each with minimum dimensions of 3m,	Complies. 20% of the site has been provided as a communal open space area with a minimum of 3m wide dimensions.
	E) unless a relevant planning instrument specifies a lower number— (i) for development on land in an accessible area—0.2 parking spaces for each private room, or (ii) otherwise—0.5 parking spaces for each private room,	Complies. The site could be considered an accessible area if additional weekend bus services were provided. Council's DCP contains a parking ratio of 0.4 parking spaces per co-living room. The proposal includes 9 parking spaces for the 22 co-living rooms which meets the requirements of Council's DCP.
Standards for co-living housing		
Development consent must not be granted for development for the purposes of co-living housing unless the consent authority is satisfied that-		
	(a) each private room has a floor area, excluding an area, if any, used for the purposes of private kitchen or bathroom facilities, that is not more than 25m ² and not less than— (i) for a private room intended to be used by a single occupant—12m ² , or (ii) otherwise—16m ² , and	Complies. All rooms are considered private rooms and are in excess of 12m ² and not more than 25m ² .
	(b) the minimum lot size for the co-living housing is not less than— (i) for development on land in Zone R2 Low Density Residential—600m ² , or (ii) for development on other land—800m ² , and (iii) (Repealed)	Complies. The site has a lot size in excess of 800m ² .
	c) for development on land in Zone R2 Low Density Residential or an equivalent land use	Not Applicable. The site is not located in an R2 zone.

Provision	Control	Proposal Outline
	zone, the co-living housing— (i) will not contain more than 12 private rooms, and (ii) will be in an accessible area, and	
	d) the co-living housing will contain an appropriate workspace for the Manager, either within the communal living area or in a separate space, and	Complies. A manager’s room has been provided on site with a workspace.
	e) for co-living housing on land in a business zone—no part of the ground floor of the co-living housing that fronts a street will be used for residential purposes unless another environmental planning instrument permits the use, and	Not Applicable. The site is located in a residential zone.
	f) adequate bathroom, laundry and kitchen facilities will be available within the co-living housing for the use of each occupant, and	Complies. Each room contains a kitchenette and bathroom. A communal laundry would be provided in the common area. Each unit would have a kitchenette for occupants to use.
	g) each private room will be used by no more than 2 occupants, and	Complies. Each room is single occupancy.
	h) the co-living house will include adequate bicycle and motorcycle parking spaces.	Complies. Five motorcycle spaces have been provided and five bicycle parking spaces.
2) Development consent must not be granted for development for the purposes of co-living housing unless the consent authority considers whether-		
	a) the front, side and rear setbacks for the co-living housing are not less than— i) for development on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential—the minimum setback requirements for multi dwelling housing under a relevant planning instrument, or ii) for development on land in Zone R4 High Density Residential—the minimum setback requirements for residential flat buildings under a relevant planning instrument, and	Not Applicable. The site is zoned R1 – General Residential and therefore the setbacks in Council’s DCP apply to the development.
	b) if the co-living housing has at least 3 storeys—the building will comply with the minimum building separation distances specified in the Apartment Design Guide, and	Not Applicable.
	c) at least 3 hours of direct solar access will be provided between 9am and 3pm at mid-winter in at least 1 communal living area, and	Complies. The communal living area contains north facing windows, providing sufficient solar access and 3 hours of direct access during the shortest day of the year.
	f) the design of the building will be compatible with—	Complies. The proposal meets the desired future character of the

Provision	Control	Proposal Outline
	(i) the desirable elements of the character of the local area, or (ii) for precincts undergoing transition—the desired future character of the Precinct.	Precinct as established in the precinct statement in the DCP.

Draft Environmental Planning Instruments

No draft environmental planning instruments are relevant to this development application.

Development Control Plans (DCP)

The following Development Control Plans are applicable to assessment of the proposed development. Given the proposed development relates to Co-living development, the relevant development standards within the *SEPP (Housing) 2021* prevail over the requirements of the DCP in the event of any inconsistency.

The Griffith Residential Development Control Plan 2020 (Amendment 2 November 2024) provides design criteria for residential development including Co-Living Housing. An assessment of the proposed development with the objectives, aims and design requirements for Co-Living Housing has been undertaken and is identified in the table below.

GRIFFITH RESIDENTIAL DEVELOPMENT CONTROL PLAN – BOARDING HOUSES

Provision /	Control	Proposal Compliance / Variation
4.0 Dwellings		
4.7 Setbacks	Front setbacks must generally be 6 m, however a reduced setback of 4.5 m will be considered provided adequate justification is detailed in a Variation Request as per section 1.5. The Variation Request must consider, among other matters: I. Impact on streetscape. II. Privacy and amenity impacts caused by reduced setback on neighbours. III. Setbacks of other dwellings within 40m of the boundary of the lot. IV. IV. Height, scale and bulk of dwelling when viewed from the street.	Variation Requested: The proposed 4.5 m setback is justified for the following reasons: The design of the development would appear as a single-storey detached dwelling from the streetscape. Privacy and amenity impacts for the dwellings to the north and south would be upheld through fencing and landscaping. There would be a negligible difference in impact on adjacent dwellings compared to a 6 m setback. The reduced setback is considered justified in this instance.
6.0 Boarding Houses and Co-Living		
General Controls		
	Consider Precinct Statement in Section 3	Complies. The Precinct Statement suggests that co-living developments are supported in the southern extent of the Precinct.
	Boarding Houses Act 2012 and Boarding Houses Regulation 2013	Complies. Co-living developments do not need to be registered.
Subdivision	The subdivision of co-living houses is not	Complies. There is no subdivision

Provision /	Control	Proposal Compliance / Variation
	permitted.	proposed.
Co-Living minimum room	Co-living housing must have a minimum of six private rooms.	Complies. The proposal included 21 private rooms and a manager's residence.
Onsite co-living Manager	An onsite Co-Living manager is required on site for 20 or more occupants.	Complies. As the Co-Living development has a capacity for more than 20 occupants, an onsite Manager accommodation is provided for a manager to reside onsite and oversee the management and running of the development.
A Plan of Management		Complies. The provision of a Plan of Management could be addressed by way of a condition of consent.
Cul-de-sacs & battle axe allotments	Co-living housing must not be located in cul-de-sacs or battle axe allotments.	Complies. The site is a large corner allotment with three road frontages.
Compatibility	All Co-living developments are to be designed to be compatible with the character of the Precinct and local area.	Complies. The Precinct Statement suggest the southern portion of the Precinct is suitable for co-living development.
Local Character Statement	For Boarding Houses, a Local Character Statement is to be prepared, addressing how the proposal responds to local character.	Not Applicable. The proposal is not for a boarding house; therefore, no character statement is required.
Internal Building Design		
Maximum number of bedrooms	Co-Living must be limited to a maximum number of bedrooms using the following formula: No. of rooms = Site Area (m2)/50 x FSR	Complies. As the site areas is 1705, the maximum number of bedrooms to be provided on site is 23.87. (1705 m2 / 50 x 0.7 = 23.87) The development proposes a total of 22 rooms, including managers' accommodation and accordingly complies with this provision.
Australian Standard 1428 – Design for Access and Mobility	Co-Living housing must be designed to comply with the minimum access requirements contained in the National Construction Code (NCC) & AS1428.	Complies. The proposal has been designed to meet these requirements and can be conditioned accordingly.
Gross room area	All co-living rooms are to have a gross floor area (excluding any area used for the purposes of private kitchen and bathroom facilities) of at least: i. 12 m2 in the case of a co-living room intended to be used by a single lodger, or ii. 16 m2 in any other case. but, iii. not exceeding 25 m2	Minor Variation Proposed: All rooms are between 18 m ² and 27 m ² . A slight variation is requested for the accessible rooms, which are 27 m ² in area which exceeds the maximum by 2m2. However, given the areas is required to deliver comfortable accessible spaces, the minor variation is considered acceptable.

Provision /	Control	Proposal Compliance / Variation
Sunlight to communal living rooms	Communal living rooms are to receive a minimum of 3 hours of direct sunlight between 9 am and 5 pm in mid-winter	Complies. The communal living area has been designed to achieve compliance with this requirement, including windows at the east, west, and north elevations.
Communal kitchen	Must have a minimum area of 6.5 m ² or 1.2 m ² for each resident occupying a boarding room that does not contain a kitchenette, whichever is greater; ii. one sink is provided for every 6 occupants; and one stove top for every 6 occupants	Not Applicable. No communal kitchen is proposed; each room has a private kitchenette.
Communal living rooms	Where development has 5 or more co-living rooms, at least one communal living room is to be provided.	Complies. The proposal includes a communal living room.
Self-contained co-living rooms	Self-contained co-living rooms are to provide at a minimum: i. Ensuite: 2.1m ² ii. Shower in ensuite: 0.8m ² iii. Kitchenette: 2m ²	Complies. All ensuite shower and kitchenette areas exceed the minimum requirements.
Shared Facilities	Shared Facilities must be provided at a rate of 1 per 10 occupants in accordance with the following i. 1 washing machine ii. 1 clothes dryer or 20 m of external clothes line iii. 1 bathroom iv. 1 toilet and wash basin	Complies. Laundry facilities are the only shared facility proposed. Two washing machines and two dryers are proposed. Each room has clotheslines provided in their courtyard.
Open space		
Principal private open space (PPOS)	One PPOS area of at least 20 m ² with a minimum dimension of 3 m is to be provided for the use of occupants. The PPOS must be accessible from commonly used spaces and have a minimal impact on bedrooms and adjoining properties in terms of noise generation.	Complies. Each co-living room has a private courtyard with an area of 11.3m ² . In addition, one main communal open space area has been provided which is located central to the proposed rooms and has an area over 80m ² .
	The PPOS must be accessible from commonly used spaces and have a minimal impact on bedrooms and adjoining properties in terms of noise generation.	Complies. The PPOS is accessible via internal shared pedestrian footpaths. The area is located adjacent to the northern boundary. The dwelling at 8 Wyangan Avenue is setback 6 m from the boundary with 6 Wyangan Avenue. Landscaping would be provided on the boundary to ensure visual privacy. Acoustic privacy could be maintained through the provisions of a Plan of Management and could be conditioned accordingly.
Parking and Traffic		
	0.4 parking spaces are to be provided for each co-living room	Complies. Under this DCP, 9 spaces are required. Nine (9) on-site car parking bays including one (1) disabled parking bay are proposed

Provision /	Control	Proposal Compliance / Variation
		to cater for occupant vehicle parking. On-site motorcycle and bicycle parking is also proposed.
	One parking space will be provided for a bicycle and one will be provided for a motorcycle for every 5 co-living rooms	Complies. The proposal achieves compliance with this requirement by providing the following: Nine bicycle spaces and five motorcycle spaces have been provided. Parking spaces would be registered to individual tenants with cars.
	Design of parking and manoeuvring areas must be in accordance with Council's Parking Code.	Complies. Internal Parking and manoeuvring has been designed to comply with Council's parking code and can be conditioned accordingly.
Privacy and Amenity		
	The main entrance of the co-living house should be located and designed to address the front streetscape (street elevation).	Complies. The main entrance to the Co-Living development is from Wyangan Avenue, which has been designed and is located to address the street. From the street the development appears similar to a single detached dwelling of contemporary design.
	Pathways to the front entrance of the co-living house are to be located away from windows to co-living rooms to maximise privacy and amenity of lodgers	Complies. Privacy to co-living rooms is provided by fencing to private courtyards and landscaping, with suitable pathways on site.
	Co-living houses must be designed to mitigate any impacts on the visual and acoustic privacy of neighbouring buildings and on the amenity of future residents	<p>Complies. The siting and design of the proposal has considered visual and acoustic privacy to adjoining properties. A Plan of Management would be developed to ensure protocols are in place to maintain the amenity of neighbours and could be conditioned accordingly. These policies would include:</p> <ul style="list-style-type: none"> • Noise is to be kept to a minimum at all times. Residents must enter and leave the premises quietly. • Noise must be kept to minimum in and around the Owners property in particular between the hours of 10pm and 8am. • If the Owner receives a complaint from other Residents or neighbours in the surrounding residential area about noise and anti-social behaviour, disciplinary actions will be taken

Provision /	Control	Proposal Compliance / Variation
	An acoustic report prepared by a suitably qualified acoustic consultant may be required where there is the potential for noise impacts on occupants and neighbours.	Not Applicable. An acoustic report is not considered necessary for this proposal.

SECTION 4.15(1)(a) (iv) the regulations.

Section 4.15(1)(a)(iv) requires Council to take into consideration the provisions of Sections 61 (demolition), 62 (fire safety), 63 (temporary structures) and 64 (upgrade of buildings) of the Environmental Planning and Assessment Regulation 2021.

Clause 61(1)(b) of the Environmental Planning & Assessment Regulation 2021 requires the consent authority to consider the provisions of Australian Standard AS 2601-1991: The demolition of Structures. Where demolition is proposed, it is recommended that a condition of consent be imposed which sets out the requirements for demolition to be carried out in accordance with a construction/demolition management plan and this will be required to be submitted prior to the issue of a Construction Certificate.

Clauses 62 and 64 of the Environmental Planning and Assessment Regulation 2021 require that Council take into consideration to fire safety provisions. Where applicable, it is recommended that a condition of consent be imposed that requires the installation of a smoke alarm, if one is not already present, in the building as without a smoke alarm the measures in the building are considered inadequate to protect persons using the building or to facilitate their egress from the building in the event of fire.

SECTION 4.15(1)(b) the likely impacts of the development.

Consideration	Assessment
Built Environment	The proposed multi-unit (22 unit) co-living housing development is generally consistent with objectives sought for the R1 General Residential Zone objectives and would contribute to the provision of a diverse mix of housing types and densities in the area. The proposed development is also generally consistent with the intent for the Jubilee Precinct.
Context and Setting	<p>The site is in the Jubilee Precinct of Griffith, part of the Health Precinct Master Plan. The new Griffith Base Hospital and St. Vincent's Hospital are situated around 200 m from the site.</p> <p>The existing land uses surrounding the site consist of a mixture of low to medium-density residential and commercial premises, health services, and some offices. The Precinct is anticipated to transition from predominantly low-density residential to low-medium-density residential, providing additional accommodation to support the health services sector. The site is also close to public transport and grocery stores, which are within a 700m walking distance. As such, the proposed development is considered to be an appropriate and compatible land use within the surrounding area.</p> <p>Concerns were raised in public submissions regarding the potential negative impacts on residential character and amenity associated with 'overdevelopment' of a site that currently accommodates a single residential dwelling. However, given the site's compliance with the relevant density provisions identified in Council's DCP and the Housing SEPP, the development is considered to be a of scale that is compatible with the desired, future intent for the area.</p>
Solar access, privacy and views	The proposed one storey development would not be expected to impact on the solar access, privacy or views of other dwellings.
Compatibility	As outlined above, the proposed co-living development is considered to be generally compatible with the character, scale and land uses intended for the site

	<p>and surrounding area. The development is designed to present to the street as a single dwelling and landscaping and fencing has been proposed to preserve visual and acoustic privacy for neighbours. These elements would be maintained through a Plan of Management and could be conditioned accordingly.</p>
<p>Access Transport and Traffic</p>	<p>Due to the concerns in relation to the site access, a detailed assessment of the proposed road safety aspects has been undertaken with consideration of Austroads Vehicle Classification Systems, Australian Standards 2890.1, vehicle classification systems, stopping distance calculations for light vehicles, site observations and assessments of the road network in the vicinity of the proposed development site.</p> <p>The results of this assessment in full are provided as an attachment to Council's Business Paper and identify significant road safety risk associated with the location of the site access point.</p> <p><u>SUMMARY</u></p> <p>Based on the above traffic assessment and analysis, the following conclusions have been reached by Griffith City Council staff:</p> <ul style="list-style-type: none"> • Beyond a reference to the <i>Transport NSW Guide to Transport Impact Assessment (2024)</i>, there is an absence of definitive analytical evidence sustaining the submitted predicted peak hour (and outside peak hour) traffic generation figures. Council deems the traffic generation assessment process to be insufficient as the results based on that one reference document only, and do not offer a true reflection of traffic generation with respect to the development and the consequential implications the additional may have on the road network and road user safety. • Notwithstanding the close proximity of the Palla Street slip lane, there is insufficient evidence provided by the applicant that demonstrates the ingress and egress of the site via the existing accessway can be achieved in a safe manner and without road user conflict. • While it has been demonstrated that safe sight distances can be achieved between vehicles egressing via the accessway and vehicles on Palla Street and Wyangan Avenue, the driver's observation angle (approximately 120°) when conducting observations back to Palla Street is beyond that of a driver's normal operation of a vehicle. • On review of all submitted documents (including the 7 July submission), there is an absence of evidence based findings that show a holistic assessment of the proposed development's traffic generation and impacts on the road network has been conducted. There is similarly an absence of a strategic approach to address the potential for vehicle conflict – specifically rear-end collisions between through vehicles via the slip lane and those slowing/turning into the development site. • Council is not satisfied that the mitigation of the conflict between road users has been satisfactorily addressed by the applicant. It is due to the foregoing that Council's status on the proposed development should remain unchanged. <p>With consideration of these findings, the Applicant has not demonstrated that the site cannot be provided with a safe access point and that presents unacceptable road safety risks. Accordingly, refusal of the application on these grounds is recommended.</p>
<p>Waste</p>	<p>Construction and operational waste would be generated if the development is</p>

	<p>approved and waste management plans would be conditioned if such were to occur.</p>
Social and Economic	<p>Social: As demonstrated by the significant local opposition to the proposed development (243 signatories of a petition of objection, 280 electronic objectors and fourteen formal written submissions of objection) it is considered that the proposed development will have perceived negative social impacts on the local community.</p> <p>The applicant argues that <i>“the proposal would have ongoing positive social impacts by creating much-needed affordable housing in the Griffith Health Precinct near the CBD. Affordable housing is a crucial accommodation type as it has been proven to support community well-being, social and economic sustainability, and improve lifestyle, employment growth, and economic development”</i>.</p> <p>The applicant also suggest that <i>“the potential social impacts will be managed by executing a detailed Plan of Management for the development, which will be provided to the Council as a condition of consent and will be available to neighbours. The onsite Manager’s contact details would also be provided to neighbours who would be available to contact them at any time should an issue arise”</i>.</p> <p>On balance, it is considered that the while the development may have some social impacts on the local community, these could be appropriately management by strict adherence to and implementation of the plan of management. The development would provide necessary affordable housing options for the city and accords with the objectives of the Zone and the SEPP (Housing) 2021.</p> <p>However, as demonstrated above, suitable access to the site cannot be safely provided which represents an unacceptable safety risk for occupant, visitors and local road users.</p> <p>Economic: Economically, the applicant’s economic impact assessment indicates <i>“positive impacts are largely attributed to through the provision of employment opportunities, including:</i></p> <ul style="list-style-type: none"> • <i>The design phase (designer, engineers, specialist consultants).</i> • <i>The demolition phase (contract earthworks and demolition trades).</i> • <i>Infrastructure serving phase (trades including plumbers, electricians).</i> • <i>The construction phase (trades including builders, engineers, technicians, landscapers).</i> • <i>Ongoing staff employment (onsite Manager, real estate management, cleaning, waste management, gardening services)”</i>. <p>In addition, affordable housing provides economic stability for occupants and supports individual in terms of accessing employment and making a contribution to the local economy.</p>
Crime Prevention Through Environmental Design (CPTED)	<p>The applicant acknowledges potential CPTED operational measures in relation to surveillance, access control, territorial reinforcement and space/activity management.</p>
Aboriginal cultural heritage	<p>An AHIMS search has been conducted, which identified that there are no Aboriginal heritage items that have been identified on or within a 50m radius of the site.</p>
Noise impacts	<p>Construction would from a general perspective result in noise impacts on the surrounding residential area. Operational noise issues could potentially result in the future. Council has in the past conditioned other boarding house approvals for the submission of noise management plans or time limits associated with occupant activities to reduce impact on surrounding neighbours.</p>

	Multiple public submissions cited concerns regarding noise impacts during operation of the development.
Environmentally sensitive land	After a review of the maps associated with the Local Environmental Plan 2014, the subject site is not identified on the groundwater vulnerability, Terrestrial biodiversity, riparian lands and watercourses, or wetlands. As such the development is not likely to result in any impacts on environmentally sensitive land.
Site specific hazards	Bushfire: A search on the NSW Rural Fire Service website indicates that the subject property is not bushfire prone land. Flood Prone Land: The site is not identified as flood affected by the <i>Griffith Major Overland Flow Floodplain Risk Management Study and Plan for CBD Catchments 2013</i> .
Heritage	No known heritage significance of the site or adjoining properties. The site is not within a heritage conservation area.
Site design and internal design	The site design and internal configuration is adequate in the context of the lot dimensions. Front setback. 25% reduction on 6m setback sought (4.5m setback proposed instead of 6m setback)
Stormwater management	The development proposes an onsite stormwater detention system to cater for the increased runoff generated by the development. The concept stormwater plan includes a tank system adjacent to the communal room, which will be pumped back up to Wyangan Avenue when the system is full.

SECTION 4.15(1)(c) the suitability of the site.

The subject site is zoned R1 General Residential and the development of the co-living units is permissible with consent under both the Griffith Local Environmental Plan 2014 and the SEPP (Housing) 2021. The applicant provides:

The site is in the Jubilee Precinct of Griffith, part of the Health Precinct Master Plan. The new Griffith Base Hospital and St. Vincent's Hospital are situated around 200 m from the site. The existing land surrounding the site consist of a mixture of low to medium-density residential and commercial premises, health services, and some offices. The Precinct is anticipated to transition from predominantly low-density residential to low-medium-density residential, providing additional accommodation to support the health services sector. The site is also conveniently close to public transport and grocery stores, which are within a 700m walking distance.

While the proposed development is considered to comply with development control plan provisions from a general perspective, concerns were raised in public submissions regarding the potential negative impacts on residential character and amenity associated with 'overdevelopment' of a site that currently accommodates a single residential dwelling.

The site's compliance with the relevant density provisions identified in Council's DCP and the Housing SEPP, indicates that the development is of a of scale that is compatible with the desired, future intent for the area.

However, based on the assessment documented in this report and the attached Traffic Assessment File Note prepared by the Development and Traffic Coordinator, it is considered that while the use of the site is generally suitable, it cannot be provided with a safe access point, and therefore presents unacceptable safety risks for occupants, visitors and local road users. With consideration of this issues, the site is not considered suitable for this proposal.

SECTION 4.15 (1) (d) any submissions made in accordance with the Act or the Regulation

The provisions of the Environmental Planning and Assessment Act 1979 the Environmental Planning and Assessment Regulation 2000 and Council's Community Participation Plan set down consultation, concurrence and advertising requirements for specific types of development applications and taking into consideration any submissions received in response to the notification process.

In addition to the statutory referral process, the notification of the development included the following:

Notification Description	Required	Submission Period
First Notification		
Publication in Council Catch up + Facebook	Yes	7 March 2025 – 21 March 2025
Letters to Neighbours	Yes	7 March 2025 – 21 March 2025
Second Notification		
Publication in Council Catch up + Facebook	Yes	25 July 2025 – 8 August 2025
Letters to Neighbours	Yes	25 July 2025 – 8 August 2025

As a result of the original public participation process, Council received fourteen (14) formal written submissions objecting to the development application and a combined petition containing 243 signatures against the application and a further 280 electronic objectors attached to the petition – see Attachment C. The applicant was provided with an opportunity to respond to the issues raised and their response is provided as Attachment E.

The submissions, which Council has taken into consideration in accordance with section 4.15(1)(d) are summarised as follows:

Submissions

Issue, Applicant response followed by Council Assessment

The objections that have been raised in respect of the Proposed Development broadly fall within six (6) categories:

1. the proximity of the proposed development to the intersection of Wyangan Avenue and Palla Street and the effect on traffic;
2. the impact on and availability of on-street parking;
3. the size of the proposed development, relevantly, the building itself;
4. the nature and use of the proposed development, relevantly, the fact it is a co-living development and the number of people that would occupy the building;
5. the location of the proposed development and suggestions that a co-living development is not appropriate for the proposed location; and
6. the number of car spaces included in the proposed development.

Applicant Response:

Refer to Applicant’s objection response letter dated 22 April 2025 which is attached and provides a comprehensive response to each of the issues raised above.

Council Assessment: The public objections and the comprehensive response to objections provided by the Applicant are both duly acknowledged.

While from a general development control plan perspective the proposed co-living development proposal is considered to meet the DCP provisions, particularly in the context of a well-documented affordable housing shortage and accords with the objectives of the LEP and Housing SEPP 2021.

However, as noted in the submissions and confirmed by Council's assessment of potential traffic impacts, the development cannot be provided with a safe access point, and presents unacceptable safety risks for occupants, visitors and local road users.

It is noted that on 13 March 2025, additional information was sought from Applicant's Traffic Engineer (Varga) to:

- provide amended designs removing the Palla Street slip lane and reconfigure the intersection of Palla Street and Wyangan Avenue into a t-intersection; and
- provide an analysis of traffic generation volumes by vehicle type, and existing peak traffic volumes of both roads.

In a response provided by Varga (26 March 2025), Council was advised it was their position that any upgrades to the Palla Street/Wyangan Avenue intersection, and the provision of the traffic counts on Palla Street and Wyangan Avenue would be too onerous and excessive for the predicted traffic volumes generated by the development, and accordingly, the Applicant did not provide the requested information.

The attached Development & Traffic Coordinator assessment of the application and assessment of the applicant's response to the submissions recommends that due to the adverse road safety outcomes relating to the proposed development – that the application be **refused**.

The second notification period generated an additional six (6) submissions from original submitters, the issues raised in the additional submissions are not dissimilar to the original submissions – see Attachment D for the additional responses.

SECTION 4.15 (1) (e) the public interest

The Public Interest	COMMENTS
Federal, State, Local Government interests and community interests	While the proposed co-living development proposal is considered to have merit, particularly in the context of a well-documented affordable housing shortage, the health and safety of the public may be adversely affected by the proposal due to the unacceptable risk of traffic incidents caused by the proposed access configuration and the volume of traffic accessing the development. As such, the development in its current form is not considered to be in the public interest.

Disability (Access to Premises – Buildings) Standards 2010

The proposed development will be classed as a Class 3 Building and designed to meet the mandatory performance requirements of the access standards and National Construction Code. Accessible rooms and parking facilities have been designed and provided in accordance with Part D3 Access for people with a disability including two accessible sole-occupancy units and one accessible parking space.

Council Policies

Community Participation Plan	Notification period: 7 March 2025 – 21 March 2025 Submissions received: Signed petition of objection containing 243 signatures against the application and a further 280 electronic objectors attached to the petition Fourteen (14) formal submissions of objection . Second Notification period 25 July – 8 August 2025 and an additional six (6) submissions from previous submitters.
Section 7.12 (94A) Contributions Plan	It was requested that 7.12 contributions not be applied to this proposal:

	<p><i>The development represents an investment aimed at providing high-quality, compliant, and affordable housing in Griffith to address the urgent need for such housing. Furthermore, the proposal is privately funded by local investors and will positively impact Griffith's social and economic outcomes. Strategy 25 of the Griffith Housing Strategy 2019 recommends exempting the payment of 7.12 contributions for affordable housing to encourage the development and provision of such housing in Griffith. For these reasons, it was requested that 7.12 contributions not be levied on this proposal should it be approved.</i></p> <p>It is noted that S7.12 contributions are ordinarily charged unless the development is specifically lodged as an affordable housing development, which this development was not. While this point may require further consideration if Council were to support the application, if S7.12 contributions were to apply they would be as levied follows:</p> <p>A contribution based on 1% of \$1,848,000.00 would equate to \$18,480.00.</p>																				
<p>Section 64 Developer Services Plans</p>	<p>Contributions would be applicable to this development if approved: <i>The subject site has a credit for water and sewer usage for a single dwelling at 1 ET. Based on a total of 21 rooms, the Water Directorate Guidelines requires the following ET's to be attributed to the development.</i></p> <ul style="list-style-type: none"> • Water = 21 x 0.33 = 6.93 ET – 1ET (credit) = 5.93 ET • Sewer = 22 x 0.5 = 10.5 ET – 1ET (credit) = 9.5 ET 																				
<p>Table of Contributions Required – Water, Sewerage & Drainage</p>																					
<table border="1"> <thead> <tr> <th>Type of contribution</th> <th>Location</th> <th>Amount per tenement</th> <th>Number of tenements</th> <th>Amount to be paid</th> </tr> </thead> <tbody> <tr> <td>Water supply</td> <td>Griffith</td> <td>\$ 9,477.00</td> <td>5.93 ET</td> <td>\$56,198.61</td> </tr> <tr> <td>Sewerage</td> <td>Griffith</td> <td>\$ 6,634.00</td> <td>9.5 ET</td> <td>\$63,023.00</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td></td> <td>\$119,221.61</td> </tr> </tbody> </table>	Type of contribution	Location	Amount per tenement	Number of tenements	Amount to be paid	Water supply	Griffith	\$ 9,477.00	5.93 ET	\$56,198.61	Sewerage	Griffith	\$ 6,634.00	9.5 ET	\$63,023.00	Total				\$119,221.61	
Type of contribution	Location	Amount per tenement	Number of tenements	Amount to be paid																	
Water supply	Griffith	\$ 9,477.00	5.93 ET	\$56,198.61																	
Sewerage	Griffith	\$ 6,634.00	9.5 ET	\$63,023.00																	
Total				\$119,221.61																	
<p>Use of Council's Footpath</p>	<p>Applicable – can be conditioned for compliance should the recommendation be overturned and the application consequently be approved.</p>																				
<p>Engineering Guidelines: Subdivision and Development Standards</p>	<p>Development application to be recommended for refused based on road safety issues supported by assessments using Austroads Vehicle Classification Systems, Australian Standards 2890.1, vehicle classification systems, stopping distance calculations for light vehicles, site observations and assessments of the road network were conducted in the vicinity of the proposed development site.</p>																				
<p>Building near sewer and water assets</p>	<p>Councils' sewer main is located within the site at the western/rear boundary. An easement over the sewer main would be required and could be conditioned accordingly.</p>																				
<p>Onsite Detention Policy</p>	<p>Applicable – can be conditioned for compliance should the application be approved.</p>																				
<p>Sealing of Parking & Manoeuvring Areas</p>	<p>Access and parking areas are to be constructed to a hardstand finish and conditioned to comply with the relevant standards.</p>																				
<p>Tree Policy</p>	<p>Applicable – can be conditioned for compliance should the</p>																				

	application be approved.
Contaminated Land Management Policy	The objective of this policy is to identify and manage contaminated or potentially contaminated land in the Griffith LGA. The site has been historically used for residential purposes and is unlikely to contain contaminated land.

PART FIVE: DETERMINATION

It is recommended that Griffith City Council as the consent authority pursuant to section 4.16 of the *Environmental Planning & Assessment Act 1979* **refuse** Development Application 27/2025) for a Single-storey co-living unit development – 21 units and a manager’s residence at 6 Wyangan Avenue GRIFFITH for the following reasons:

- **The suitability of the site:** it is considered that this development cannot be provided with a safe access point, and presents unacceptable safety risks for occupants, visitors and local road users. The site is not considered suitable for the development proposed.
- **The public interest:** That the application is deemed unsatisfactory as it is not considered to be within the public interest. The health and safety of the public may be adversely affected by the proposal due to the unacceptable risk of traffic incidents caused by the proposed access configuration and the volume of traffic accessing the development. The development is not considered to be in the public interest.

<u>Responsible Officer / Delegated Officer</u> Name: Consultant Title: Outsourced Consultant Date: 21/05/2025	Signature:
<u>Peer Reviewing Officer / Delegated Officer</u> Name: Title: Date:	Signature:



LAKE WYANGAN

CROWN RESERVES 159017 & 1002998

DRAFT PLAN OF MANAGEMENT



Draft Plan of Management Report prepared by
Melva Robb
Consultant
Griffith City Council
GRIFFITH NSW 2680

2022 (updated August 2024)

Photos by Melva Robb unless otherwise stated. Cover photo courtesy David Kellett, GCC.

GRIFFITH CITY COUNCIL – LAKE WYANGAN DRAFT
POM

1

RESPONSIBLE OFFICER					
REVIEWED BY:					
DATE ADOPTED:					
RESOLUTION NO: (IF RELEVANT)					
REVIEW DUE DATE:					
REVISION NUMBER					
PREVIOUS VERSIONS:	DESCRIPTION OF AMENDMENTS	AUTHOR/ EDITOR	REVIEW/ SIGN OFF	MINUTE NO (IF RELEVANT)	

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1.0 EXECUTIVE SUMMARY

The Lake Wyangan Plan of Management incorporates the Jack Carson Wildlife Reserve (also known as South Lake) and North Lake Wyangan that provide a valuable natural resource to the City of Griffith and the broader community. These Reserves provide a range of natural, formal and passive recreational use areas and cultural experiences that compliments nearby Wetland areas of Campbell's, Nericon and Tharbogang.

The combined area of these Reserves is approximately 479.1 hectares.

The area of Lake Wyangan is of historical importance to the local Wiradjuri peoples through its past supply of habitat for food, medicinal purposes and shelter resources with its ephemeral water supply; and through cultural knowledge and customs. It was important to post European settlement, for its recreational opportunities (South Lake) and initially as a supply of quality gypsum to local settlers (North Lake). Later, as the areas became a source of permanent water through off-farm drainage, these areas have provided both passive and active recreational benefits to Griffith and surrounding areas.

This Plan of Management (PoM) pertains predominantly to the ecological and recreational values that the Jack Carson Wildlife Reserve (JCWR) and North Lake Wyangan (North LW) bring to Griffith and its surrounding area that are further described in [Section 2.2 - Land to which this Plan Applies](#) and shown in Annexure 1 'Map of Reserves' (pg. 45). The respective Reserves are more specifically referred to in Annexure 2 'Schedule of Lands & Infrastructure' (refer pg. 46).

Although Blue-Green Algae (B-GA) naturally occurs in most lake systems to some degree, it is a significant impediment to the ecological and recreational outcomes for the Lake Wyangan systems.

The 'Lake Wyangan & Catchment Management Project' brings together concepts for water quality and the subsequent reduction in frequency and extent of B-GA outbreaks so that renewed recreational opportunities for North LW will be the long-term outcome. Ecological outcomes for both Lake systems will be benefits of the works referred to in this PoM, potentially in the shorter-term and improving the quality of habitat systems over the longer term.

The PoM is required in accordance with Section 36 of the *Local Government Act 1993* and Section 3.23 of the *Crown Lands Management Act 2016*.

This PoM should be read in conjunction with Lake Wyangan and Catchment Management Strategy – Strategy and Technical Reports referred to in Section 4.2 of the PoM and available on Councils website.

Previous Plans of Management were prepared by Griffith City Council –

- Lake Wyangan Management Plan (1996) incorporating both North LW and JCWR
- Jack Carson Management Plan (2008) in respect of land only (water regimes within the lake excluded)

The above Plans were for internal use only, and not prepared in accordance with the *Crown Lands Consolidation Act 1913* or the *Crown Lands Act 1989* respectively, or approved by the Department of Lands entity of the time.

The Crown Reserves are categorised in this PoM, as being: -

- **Jack Carson Wildlife Reserve – Natural Area - Bushland;** and
- **North Lake Wyangan – Park**

The categorisation of the lands is consistent with the Reserves' respective purposes of '*Environmental Protection*' (initial notification stating the 'Study and Conservation of Native Flora and Fauna') and '*Public Recreation*', respectively. The update of purpose to Environmental Protection has not altered the intent of the originally gazetted purpose of JCWR. These lands are used for a range of associated uses and are developed accordingly.

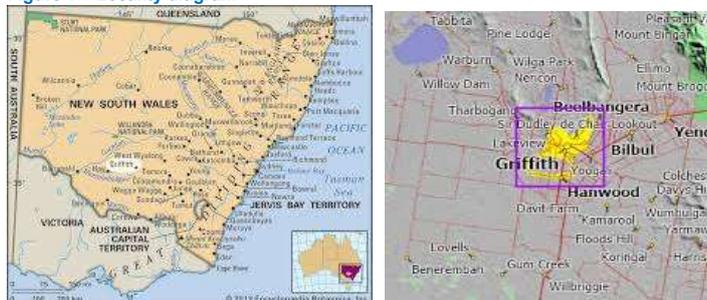
2.0 INTRODUCTION

Griffith City is a thriving regional capital located in the Murrumbidgee Irrigation Area with a vibrant lifestyle and diverse economy; embracing community, heritage, culture and the environment. The estimated population of Griffith City Council in 2020 was 27,155.

Located in the Riverina, Griffith is 584km from Sydney, 458 km from Melbourne and 358km from Canberra; and is the largest regional centre in the Western Riverina region. Griffith is located in the heart of Wiradjuri Nation – the largest nation of Aboriginal and Torres Strait Islander people in Australia.

Griffith City Council is responsible for the care and control of many parcels of community land. With the introduction of the *CLMA 2016* on 1 July 2018, Council will manage the Crown Reserves under the provisions of the *LGA 1993*.

Figure 1 – Locality diagram



2.1 Corporate Objectives

Griffith City Council has a positive future being acknowledged as a predominant major regional centre. Council's Mission Statement is –

1. To respond to the needs of the community and deliver in an economical manner those services which are the responsibility of Local Government.
2. To provide Local Government administration that is dedicated, accountable and committed to the improvement of the quality of life and the economic well-being of the citizens of the City of Griffith.

Figure 2 – GCC Community Strategic Plan 2022-2032



The Community Strategic Plan '**Community Strategic Plan 2022-2032**' endorsed on 22 March 2022 identifies the community's priorities and aspirations for the future and provides strategies for achieving these goals. The revised community vision is:

"Griffith is a thriving and innovative regional capital with a vibrant lifestyle and diverse economy. We embrace our community, heritage, culture and the environment".

The Community Strategic Plan is made up of four themes. The four key themes relevant to this PoM are:

Figure 3 – Community Strategic Plan – Themes

<p>Leadership –</p> <p>1. An engaged and informed community 1.1 Provide clear, accessible, relevant information 1.2 Actively engage with and seek direction from our community and stakeholders</p> <p>2. Work together to achieve our goals 2.1 Develop and maintain partnerships with community, government and non-government agencies to benefit our community 2.2 Maximise opportunities to secure external funding for partnerships, projects and Programs</p> <p>3. Plan and lead with good governance 3.1 Undertake Council activities within a clear framework of strategic planning, policies, procedures and service standards</p> <p>Love the Lifestyle</p> <p>4. Griffith is a great place to live 4.6 Promote reconciliation and embrace our Wiradjuri heritage and culture 4.7 Provide a range of sporting and recreational facilities 4.8 Improve the aesthetic of the City and villages, by developing quality places and improved public realm</p> <p>Growing our City</p> <p>5. Grow our economy 5.4 Strategic land use planning and management to encourage investment in the region 5.6 Promote Griffith as a desirable visitor destination</p> <p>6. Provide and manage assets and services 6.1 Provide, renew and maintain a range of quality infrastructure, assets, services and facilities 6.3 Mitigate the impact of natural disasters</p> <p>Valuing our Environment</p> <p>7. Enhance the natural and built environment 7.1 Encourage respectful planning, balanced growth and sustainable design 7.2 Deliver projects to protect and improve biodiversity, biosecurity and sustainability 7.4 Improve sustainable land use</p> <p>8. Use and manage our resources wisely 8.1 Manage Griffith's water resources responsibly 8.2 Reduce energy consumption and greenhouse gas emissions 8.4 Implement programs to improve sustainability</p>
--

2.2 Land to Which this Plan Applies

This PoM covers two parcels of land both being Council managed Crown Reserves as shown in Table 1 below.

While both Lakes have recreational use, North LW has predominantly provided the majority of passive and formal recreational use with appropriately built infrastructure incorporating picnic areas (large seated shelters and BBQ's, medium and small seated shelters, internal road networks, jetty, caretaker's cottage, primitive camping facilities, landscaping etc.).

Although the areas of the Griffith Sailing and Boat Clubs respectively, are not directly managed by Council, they contribute to the overall use of the Lake providing more formal recreational use.

The JCWR is more synonymous with bird watching, photography, study of flora and fauna, and water storage. There have been a number of re-vegetation programs over the years to improve the quality of native vegetation following historical land-clearing. Early settlers of the Lake View district (as it was formerly known), used the area for recreational purposes. The area was also historically grazed.

North Lake's purpose of Public Recreation accords with the land's categorisation of 'Park'. Jack Carson Wildlife Reserve purpose of Environmental Protection accords with its categorisation of 'Natural Area – Bushland'.

Table 1 – Land included in this PoM

Management Type	Reserve No.	Name	Purpose	Date of Gazette # Trustee appointment	Lot/DP	Area
Crown Reserve	159017	Jack Carson Wildlife Reserve (also known as South Lake Wyangan)	Study and conservation of native flora and fauna	18 March 1994	138 - 140/751743; & 7309/1167707	133.70 ha
			Environmental Protection	15 June 2001	7010/1027783	
	1002998	North Lake Wyangan	Public Recreation	11 January 2002	308, 394, 397-400, 404-406/751743	345.4 ha

2.3 Lands excluded from the Plan

The following Table identifies land that has been excluded from this PoM:

Table 2 – Lands excluded from this PoM

Reserve No.	Name	Lot/DP	Purpose	Comments
Pt. 1002998	North Lake Wyangan	401/751743	Public Recreation	Area of Griffith Sailing Club – directly Licenced by DPE – Crown Lands
Pt. 1002998	North Lake Wyangan	402-403/751743	Public Recreation	Area of Griffith Boat Club – directly Licenced by DPE – Crown Lands
		1/1161297		Crown road
-	-	263/1196770		Freehold ownership of Murrumbidgee Irrigation – Drainage channel
	Jack Carson Wildlife Reserve	2544/1202020	Closed Road	Owned by State of New South Wales – appears as private access to Lot 3 DP 751743 (sign at entry states 'no public access')
	Jack Carson Wildlife Reserve	-	Crown Road	Unlawfully enclosed within adjoining freehold Lot 23 DP 751743.
	Jack Carson Wildlife Reserve	Lot 251 DP 1196472		Drainage Reserve owned by MI

2.4 Owner of the Land

This PoM incorporates land that is owned by the State of New South Wales (as Crown land) and managed by Griffith City Council under the *CLMA 2016* as identified in Table 1 above.

Griffith City Council was appointed as Manager of the 'Jack Carson Flora and Fauna Reserve Trust' on 18 March 1994.

Griffith City Council was reappointed Trustee of Reserve 159017 on 16 December 1994. Griffith City Council Crown Reserves Reserve Trust (Griffith City Council) was appointed Trustee of Reserve 159017 on 16 December 1994 with the purpose being amended to "Environmental Protection".

In respect of North Lake Wyangan, the appointed Reserve Trust, 'North Lake Wyangan (R.1002998) Reserve Trust' was appointed in conjunction with the notification under management of Griffith City Council.

The management and use of Jack Carson Wildlife Reserve and North Lake Wyangan are subject to the provisions of the *CLMA 2016*, and are not subject to any condition, restriction or covenant imposed by the owner.

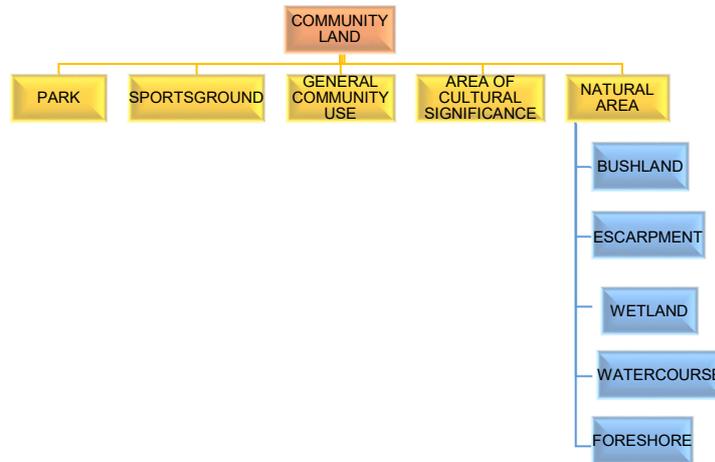
2.5 Categorisation of Reserves

All community land is required to be categorised as one or more of the following categories.

Section 36 of the Local Government Act defines five categories of community land referred to in Figure 4 below and described more broadly as:

- **Park** – for areas primarily used for passive recreation.
- **Sportsground** – for areas where the primary use is for active recreation involving organised sports or the playing of outdoor games.
- **General community use** – for all areas where the primary purpose relates to public recreation and the physical, cultural, social, and intellectual welfare or development of members of the public. This includes venues such as community halls, scout and guide halls, and libraries.
- **Cultural significance** – for areas with Aboriginal, aesthetic, archaeological, historical, technical, research or social significance.
- **Natural area** – for all areas that play an important role in the area's ecology. This category is further subdivided into bushland, escarpment, foreshore, watercourse and wetland categories.

Figure 4 – Prescribed categories of Community Land



With the introduction of the *CLMA 2016*, Council is to manage dedicated or reserved Crown land held under their management control as community land under section 3.21 of the Act.

Under section 3.23(2) of the *CLMA 2016*, Council Crown Land Managers must assign to all Crown land under their management, one or more initial categories of 'Community Land' referred to above. The category is to relate most closely to the purpose(s) for which the land is dedicated or reserved.

For the purpose of section 3.23 of the *CLMA 2016*, the PoM for "Lake Wyangan", is a 'first Plan'.

The degree to which the reserve purpose relates to the assigned category of the land is important for ongoing management of the land as Council must obtain Native Title Manager advice as to the validity of the activities that they wish to undertake on the land prior to dealing with the land.

Both the *Aboriginal Land Rights Act (ALR) 1983* and the *Commonwealth Native Title Act (NTA (C'th)) 1993* recognises the intent of the original reserve purpose of the land so that a complying activity can be considered lawful or validated.

On Crown land, Native Title rights and interest must be considered unless:

- Native Title has been extinguished; or
- Native Title has been surrendered; or
- Determined by a court to no longer exist.

Examples of acts which may affect Native title on Crown land reserves managed by Council include: -

- The construction of new buildings and other facilities such as toilet blocks, walking tracks, tennis courts, grandstands and barbeques,
- The construction of extensions to existing buildings,
- The construction of new roads or tracks,
- Installation of infrastructure such as powerlines, sewerage pipes, etc.,

- The issue of a lease or licence,
- The undertaking of earthworks.

Council applied for the categorisation of the Council Managed Crown Reserve as:

- **'Natural Area – Bushland'** (Reserve 159017 – Jack Carson Wildlife Reserve); and
- **'Park'** (Reserve 1002998 – North Lake Wyangan)

The above categories closely relate to the Reserves' respective purposes of 'Environmental Protection' and 'Public Recreation'.

These categories were respectively approved by the Minister administering the *CLMA 2016* in relation to the reserves, and Council does not propose to alter the categories by this Plan of Management.

Activities on the Reserves will need to reflect the intent of the public purpose and will be assessed for compliance with relevant Local Government and Crown Lands legislation, including assessment of the activity under the *NTA 1993 (C'th)* and registered claims under the *ALRA 1983*.

2.6 Purpose of this Plan of Management

The purpose of this PoM is to:

- Develop a Plan of Management to provide a strategic framework for Council to guide sustainable development, land use and management of community lands contained in Jack Carson Wildlife Reserve and North Lake Wyangan.
- Meet and contribute to Council's broader strategic goals and vision as set out in the Community Strategic Plan 2022-2032.
- Provide a management framework that supports various options to improve water quality, ecosystem health and community well-being.
- Management of the Lake systems that will provide a balance to the ecological and scientific needs together with enhancing long-term recreational, aesthetic, educational, heritage and sympathetic commercial uses.
- Ensure consistent management that supports a unified approach to meeting the expectations of the local community and its visitors.

2.7 Process of Preparing this Plan of Management

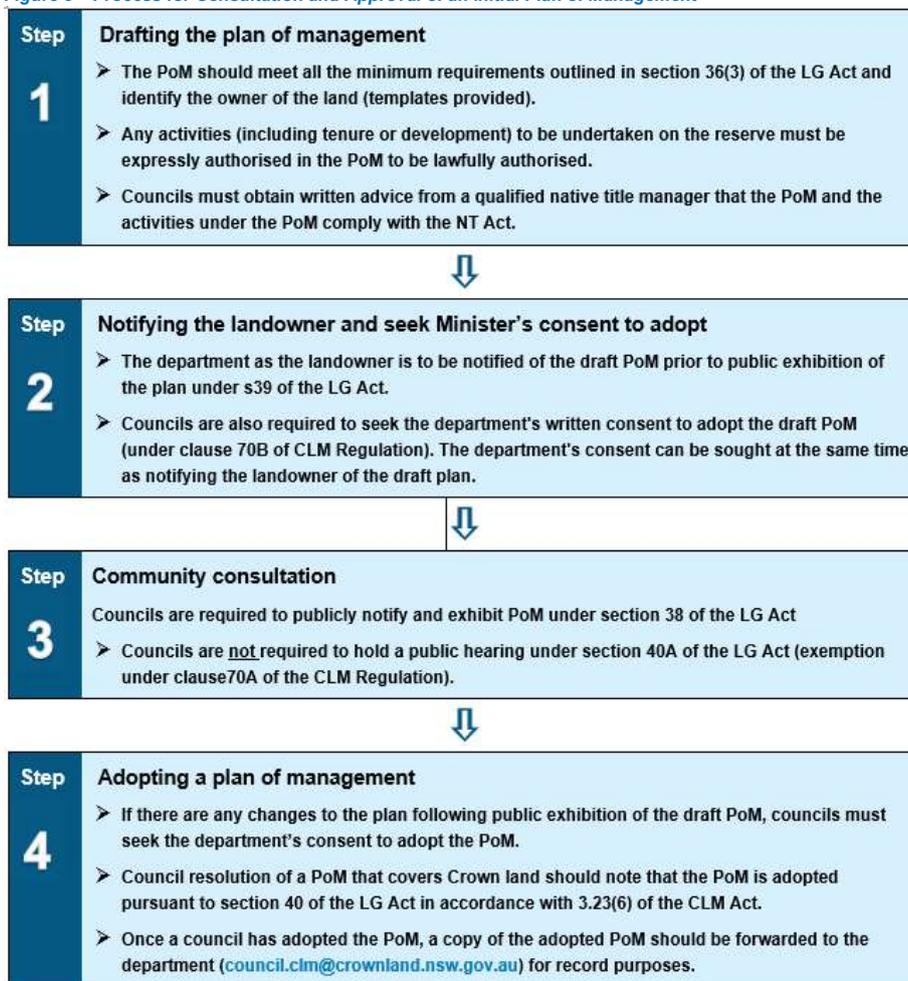
The process for preparing a PoM for Council managed Crown reserves is shown in Figure 5 "*Four key steps when preparing and adopting the first PoM for Crown Reserves*".

Council is required to submit the draft PoM to the NSW Department of Planning, Housing and Infrastructure (DPH & I) – Crown Lands, as representative of the owner of the land under section 39 of the *LGA 1993*. This process occurs prior to public exhibition and community consultation of the Plan of Management.

If after public consultation there is no change to the categorisation and no additional purpose, or only minor changes, no additional ministerial consent is required. Council can then proceed to adopt the PoM under 70B of the Crown Land Management Regulation 2018.

If Council proposes a change in the categorisation of the land or an additional purpose or major changes to the PoM following public consultation, the plan must be referred again to the Minister administering the *CLMA 2016* for consent to adopt the PoM.

Figure 5 – Process for Consultation and Approval of an initial Plan of Management



2.8 Change and Review of Plan of Management

This PoM will require regular review in order to align with community values and expectations and to reflect changes in Council priorities.

Whilst the guidelines and principles outlined in the Plan may be suitable at present, the Plan should be reviewed from time to time to confirm its relevance.

Council has determined that it will review the PoM within 5 years of its adoption.

The community will have an opportunity to participate in reviews of this PoM.

2.9 Community Consultation

Consultation with the community is an important part of the preparation of this PoM.

Consultation gives Council a better understanding of the range of local issues affecting the use and enjoyment of the land to which this PoM applies and gives all sectors of the community the chance to have an input into the direction of policy development being undertaken by Council.

All stakeholders and identified Council Departments are given the opportunity to express their opinions and provide relevant information in relation to the planned management of the land, however as the land is Crown land, final approval for the PoM rests with the Minister administering the *Crown Land Management Act 2016* as owner of the land.

Community consultation is also offered as a result of the development application process in line with Council's Griffith Community Participation Plan of 16 December 2019 (in response to Section 2.23 of the *Environmental Planning and Assessment Act 1979*).

Community Consultation was initiated by Council through the establishment of the 'Lake Wyangan & Catchment Management Committee' with meetings commencing in 2017. This Committee comprises of the Mayor, alternate Councillor, together with eleven community representatives and Council staff. The Committee's focus areas relate to 'Water Quality, Ecosystem Health and Community Wellbeing Management Actions' and reports back to Council's nominated directorate.

An outcome of this Committee was the undertaking of the '*Lake Wyangan & Catchment Strategy Report*' prepared by Water Technology (June 2017). The proposed implementation of some of those outcomes have been outlined in this PoM and identified in Section [6.2 – Plan Implementation](#) and more specifically in Table 9 (pgs. 34-38). Further outcomes may be subject to the success of initial actions, on-going monitoring and the sourcing of appropriate funding.

3.0 LEGISLATIVE FRAMEWORK

This section describes the legislative framework applying to the land covered under this PoM.

3.1 Local Government Act 1993

Community land must be managed according to the provisions of the *Local Government Act 1993* and the *Local Government (General) Regulation 2021 [NSW] (LG Regulations)*.

The *Local Government Act 1993* requires all Council owned land to be classified as either Operational or Community land. Community land is defined as land that must be kept for the use of the general community and must not be sold. Under the *Local Government Act 1993*, Community land is required to be managed in accordance with a PoM and any other laws regulating the use of the land.

This PoM has been prepared in accordance with the *Local Government Act 1993* using the land categories approved by the Minister administering the *CLMA 2016* where lands are Council Managed Crown Reserves.

Council must also consider the guidelines under Clause 101 of the *Local Government (General) Regulation 2021 (NSW)* for categorisation of community land when preparing PoMs.

The minimum requirements for a Plan of Management for community land is set out in Section 36(3) of the *Local Government Act 1993* and must identify the following:

- (a) the category of the land,
- (b) the objectives and performance targets of the plan with respect to the land,
- (c) the means by which the council proposes to achieve the plan's objectives and performance targets,
- (d) the manner in which the council proposes to assess its performance with respect to the plan's objectives and performance targets, and may require the prior approval of the council to the carrying out of any specified activity on the land.

3.2 Crown Land Management Act 2016

Crown reserves are Crown land set aside on behalf of the community for a wide range of public purposes, including environmental and heritage protection, recreation and sport, open space, community halls, special events and government services.

Crown land is governed by the *CLMA 2016*, which provides a framework for the state government, local councils and members of the community to work together to provide care, control and management of Crown reserves.

Under the *CLMA 2016*, as Council Crown land managers, Councils manage Crown land as if it were public land under the *Local Government Act 1993*. However, it must still be managed in accordance with the purpose of the land and cannot be used for an activity incompatible with its purpose – for example, Crown land assigned the purpose of 'environmental protection' cannot be used in a way that compromises its environmental integrity.

Division 3.4 of the *CLMA 2016* specifically relates to Crown land managed by Councils and **Division 3.6** of the said Act, refers to Plans of Management and other plans.

Council's must also manage Crown land in accordance with the objects and principles of Crown land management outlined in the *CLMA 2016* and set out below. The objects and principles are the key values that guide Crown land management to benefit the community and to ensure that Crown land is managed for sustainable, multiple uses. Section 1.4 of the *CLMA 2016* states:

"For the purposes of this Act, **the principles of Crown land management** are –

- (a) that environmental protection principles be observed in relation to the management and administration of Crown land, and
- (b) that the natural resources of Crown land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible, and
- (c) that public use and enjoyment of appropriate Crown land be encouraged, and
- (d) that, where appropriate, multiple use of Crown land be encouraged, and
- (e) that, where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity, and
- (f) that Crown land be occupied, used, sold, leased, licenced or otherwise dealt with in the best interests of the State consistent with the above principles."

Crown land management compliance

In addition to management and use of Crown reserves that are aligned with the purpose of the reserve, there are other influences over Council management of Crown reserves. For example, Crown land managers may have conditions attached to any appointment instruments, or Councils may have to comply with specific or general Crown land management rules that may be published in the NSW Government Gazette. Councils must also comply with any Crown land regulations that may be made.

3.3 Zoning and Planning Controls

The *Environmental Planning and Assessment Act 1979 (EPA Act)* establishes the statutory framework for environmental and land use planning in NSW.

The Griffith City Council Local Environmental Plan 2014 (GLEP) is the current planning instrument. Refer to website - <https://pp.planningportal.nsw.gov.au/publications/environmental-planning-instruments/griffith-local-environmental-plan-2014>

Under the current GLEP 2014, **Jack Carson Wildlife Reserve (South Lake Wyangan)** is zoned both C2 – Environmental Conservation and W2 – Recreational Waterways. The zoning of this area fits the current use of the parcels of land within this PoM categorised as Natural Area – Bushland.

Under the current GLEP 2014, **North Lake Wyangan** comprises a collective zoning of C2 – Environmental Conservation, RE1 – Public Recreation and W2 – Recreational Waterways.

The areas of the Griffith Boat and Griffith Sailing Clubs, not under the management of Griffith City Council, are accordingly zoned RE2 – Private Recreation.

Refer to Griffith Local Environmental Plan 2014 (GLEP) for permissible and prohibited development in each zone.

Other GLEP local clauses (e.g. 7.6 Wetlands) may also apply to development in this area.

3.3.1 State Environmental Planning Policy (Transport & Infrastructure) 2021

This Policy – *SEPP (Transport & Infrastructure) 2021* – commenced on 1 March 2021 and provides that certain types of works do not require development consent by a public authority, other agencies or authorised person.

Division 12 of the *SEPP (Transport & Infrastructure) 2021* defines parks and public reserves which this Policy covers, i.e., Crown land within the meaning of the *CLMA 2016* including a public reserve but not including a reserve that is dedicated or reserved for a public cemetery.

Section 2.73 (2) (c) of the Policy provides that in respect of land reserved within the meaning of the *CLMA 2016*, development for any purpose can be carried out without consent by or on behalf of the Secretary, a Crown land manager of the land, the Ministerial Corporation or the Minister administering the *CLMA 2016*, if the development is for the purposes of implementing a PoM adopted for the land under the *CLMA 2016* in to such land or in accordance with the *Local Government Act 1993* in relation to Crown land managed by a Council.

Section 2.73 (3) of the Policy provides for a range of construction or maintenance works that are applicable under this Policy which may be carried out by or on behalf of a public authority in connection with a public reserve.

3.3.2 Other Relevant Legislation and Policies

In addition to the requirements of the *CLMA 2016* and the *Local Government Act 1993*, there are a number of other pieces of legislation and Government Policies that are relevant to the ongoing management of the respective Crown reserves and Council owned community lands including:

- *Aboriginal Land Rights Act 1983 (ALRA 1983)*;
- *Biodiversity Conservation Act 2016*;
- *Companion Animals Act 2016*;
- *Environmental Planning and Assessment Act 1979 (EP&A Act 1979)*;
- *Local Land Services Act 2013*;
- *Native Title Act 1993 (NTA 1993 (C'th))*;
- *Pesticides Act 1999*;
- *Protection of the Environment Operations Act 1997*;
- *Rural Fires Act 1997*;
- *State Environmental Planning Policy (SEPPs)*
- *State Environmental Planning Policy (SEPP) (Exempt and Complying Development Codes) 2008*
- *Telecommunications Act 1997*

3.3.3 Council Plans and Policies

As Council policies may change from time to time, refer to Council's website – <https://www.griffith.nsw.gov.au/council-policies>

4.0 DEVELOPMENT AND USE

4.1 History

Historical information from *'The View Back – A History of Lake Wyangan'* (Harriman, Forrester, Scott and Young) (1984) provides information on the beginnings and use of the respective areas dating back to the early 1920's with comments noted below. Of interest, is that the area was originally known as "Lake View".

Jack Carson Wildlife Reserve

- During the early 1920's, the southern lake contained very little water and was used as one of the main recreation spots in the district. Following a meeting in 1923, a Sports Club was formed following which a Golf Course was constructed together with tennis courts. Further land clearing resulted in the creation of both a cricket and football ground. This area was also the location for the annual picnic and sports days of Lake View and Tharbogang Schools.
- In 1924 it was noted that following a game at the Lake View Golf links, "*there were hundreds of wild fowl on the lake, and a few pelicans, while around the basin there were plover, galahs and various other species of birds.*"
- During the 1930's, Jim Bugno and Joe Kelly recalled of "*a fish kill of hundreds of fish. The cause was not known, but 50lb cod came to the surface and covered the shores all around, and the smell was like no other*". There have been further fish kills in the 1970's and more recently in 2020.
- The Golf Club folded in about 1956 when drainage water from nearby farm tile drainage systems filled the Lake, flooding the fairways. The Club house burnt down in about 1962 while it was being used as a fibreglass factory.
- Mr Jack Carson established an Arboretum and Wildlife Refuge in 1966 with the Forestry Commission donating trees for planting of the area.
- "The Carson Wildlife Refuge" was Proclaimed under Section 68 (now repealed) of the *National Parks and Wildlife Act 1974*. Notification occurred in the Government Gazette of 14 May 1982 (Folio 2090).
- In 1989, then Department of Lands prepared a Land Assessment of the Jack Carson Wildlife Reserve together with Campbell's, Nericon and Tharbogang Swamps (now known as Wetlands). Jack Carson Wildlife Reserve was notified as Reserve 159017 in 1994 in accordance with the *Crown Lands Act 1989* for the purpose of 'Study and Conservation of Native Flora and Fauna'.
- 'Skillshare' obtained funding through the Landcare & Environment Action Program (LEAP) to provide unemployed people with nursery-type skills. An initial Development Application (DA 296/93) provided for the build of 'Shelters'. A subsequent Development Application (DA 395/93) provided for a building to be used as a shed/amenities/training centre etc.

Walking tracks were established and tree-planting undertaken. The build of a nursery was intended to sell native seedlings to the public. Plumbing was installed; however, buildings

were not constructed as on-going funding was not sourced. The 2008 PoM shows a 'shelter' however it is no longer existing.

Figure 6 - Shelter (described as Existing Picnic Facility in 2008 PoM – no longer in situ)



North Lake Wyangan

- North Lake Wyangan was formed in 1957 on what was previously a swampy area referred to as "Doolitty Swamp" as mentioned in historical advertisements for Tenders to supply Gypsum from the mine.
- The Daily Telegraph of 17 March 1924 indicated that gypsum being supplied from Victoria was costly and subsequently, the Geological Department inspected 'Doolitty Swamp' where extensive deposits of gypsum had been found. The Irrigation Commission obtained a mining lease for which subleasing would be offered by Tender.

The purpose of the mine was *"to supply gypsum, containing not less than 60 per cent, calcium sulphate from the deposits to the settlers on the Murrumbidgee Irrigation Area, delivered in bags on trucks at Goolgowi Siding"* - (Government Gazette 26 September 1924 (Folio 4514)).

The *'The View Back – A History of Lake Wyangan'* makes significant reference to the operations of the Gypsum Mine and its workings particularly during the 1930's, the mine being "owned" by AB Turner, GW Speirs, C Cornell and C Shaw under the management of a Mr Tom Hooke. The mine closed in 1950.

- North Lake Wyangan was primarily supplied through drainage water from nearby farms with the balance of the Lake's supply from runoff following heavy rains. Excess water was pumped out at its southern end to maintain a safe depth for aquatic sports.
- Sailing at North Lake Wyangan commenced in 1958 however the Sailing Club was officially formed in 1961 with a Club House being erected in 1962.
- The Boat Club that had originated in 1954 on the 'South Lake' moved to the North Lake in 1962.

- The Rowing Club initially started clearing an area to launch skulls in 1968 with a Regatta being held the following year attracting crews from Sydney, Melbourne and Canberra; the local team coming second in the Australian Titles. An igloo building was purchased (date unknown) from Kapooka and erected near the shoreline to house the Club's skulls.
- The road into the Lake's shoreline was sealed in 1972.
- Wade Shire Council initially held a 20-year Lease from the Water Conservation & Irrigation Commission (WC&IC) and its subsequent entities from 1 January 1974 expiring on 31 December 1993. The lease area incorporated both North and South Lakes Wyangan and their foreshores (exclusive of a strip of land being an open cut to convey water from the Lake to Portion 610 and exclusive of a strip of land one chain wide between Portions 23 and 127, Parish of Wyangan to provide access to Commission pump house and pipeline).

The purpose of the Lease was 'Recreation and Grazing'. During this time, Council was given permission to erect a boat (?) and a mobile kiosk for the use of Paddle Boats.

Other infrastructure including i.e., large picnic shelters erected by local Service Clubs i.e., Apex, Baita Alpini, Rotary and Lions Clubs; and other medium sheltered BBQ areas, small sheltered seating and single wood BBQ's, playground and the Lakehouse (formerly used as a kiosk), together with animal enclosures etc. have been developed by Council. The area is grassed and landscaped with a mixture of native and introduced tree and shrub species providing both habitat and ambience of the Lake Wyangan Picnic area.

The date of relocation of the Caretaker's Cottage adjacent to the entry to North Lake Wyangan is unknown.

4.2 Lake Wyangan & Catchment Management Strategy Report Outcomes

As previously referred to in *Section 2.9 - Community Consultation*, Water Technology together with Professors Perran Cook and John Beardall of Monash University, in partnership with Council and Murrumbidgee Irrigation (MI), were commissioned to undertake a review of the Lake Wyangan Catchment primarily focusing on North Lake Wyangan although inclusive of the association of JCWR. The aim was to assist Council and MI in undertaking certain measures to improve the water quality of the Lake and ultimately, a reduction of incidences of B-GA blooms.

Ultimately, it is envisaged that this will lead to North LW again providing a water recreational hub for Griffith and its visitors; and importantly improve the ecosystem and inter-relationship between both JCWR and North LW.

The Report identified key threats from water usage and its distribution, resultant of current and historic land use practices, based on the community's value of the Lake Wyangan catchment and determined as:

- *Elevated nutrient and sediment levels in the drains and into Lake Wyangan leading to B-GA blooms,*
- *Reduced drain inflows to the Lake through both more efficient irrigation practices, improved asset management of irrigation delivery infrastructure, and climate variability,*
- *Other pollutants (including pathogens and chemicals),*

- *Loss of ecosystem function and associated services within the Lake, and*
- *Increasing peri-urban and intensive horticulture development pressures within the catchment.”*

The Report indicated that the health of North LW was linked to the whole catchment area and could not be considered in isolation. The following Management Objectives were subsequently identified and shown in the Table below.

Table 3 – Management Objectives (as per Water Technology’s Report (June 2017))

Water Quality (WQ)	
WQ1	Reduce the frequency and severity of algal blooms in Lake Wyangan
WQ2	Reduce nutrient and sediment loads to waterways
WQ3	Reduce the risk of septic waste entering Lake Wyangan
Ecosystem Health (EH)	
EH1	Maintain and improve areas of locally significant native riparian and wetland vegetation as well as linkages between habitat areas
EH2	Address the threats to local ecosystems from climate variability
Community Wellbeing (CW)	
CW1	Facilitate safe and sustainable usage of Lake Wyangan
CW2	Protect and enhance the aesthetic and recreational values of Lake Wyangan and its Catchment
CW3	Provision of a range of quality recreational opportunities

Water Quality

It was identified that there are three main contributing factors for algal bloom occurring being:- ‘the residence time of the water’, (i.e., water resides in the Lake for a longer time as there is no natural outlet, other than through its evaporation); ‘nutrients’ (predominantly phosphorous following historical nutrient load and also nitrogen with the on-going input of sediments delivered via MI’s drainage channel network, both of which fuel B-GA bloom development); and ‘light’ (i.e., lack of turbidity and light into the Lake’s depths both contribute to algal biomass and the limiting of growth of submerged aquatic plant life).

Ecosystem Health

The role that vegetation plays in improving water quality of the Lake can be accommodated through both appropriate vegetation contained within MI’s network of drainage channels and also through the introduction of a ‘shrub layer’, thereby improving the overall health of the Lake Wyangan Catchment. Within the increasing peri-urban development, the drainage channels in particular, offer a refuge habitat and connectedness in the overall catchment area.

Community Wellbeing

Lake Wyangan has been recognised by the broader community for the value that it provides both aesthetically and recreationally (and in line with *Division 1.4 CLMA 2016 - Principles of Crown land management*), the lands should be managed with both environmental protection principles; conservation of water, soil, flora and fauna; that its public use and enjoyment be encouraged; and those multiple uses be encouraged). Such principles support the variety of recreational uses, past, current and future, which in turn support local business operations and tourism of the Griffith community”.

As a result of the ‘Management Objectives’ being identified in Table 3 above, a potential range of options was provided.

Council (in consultation with MI and other Agencies) is proposing a range of works and measures in both the short and longer-term. These measures collectively, plan to address the threats and

provide improved water quality and reduced sediment to both Lake systems and ultimately return vitality and usability particularly to North LW.

On-going monitoring and study of these measures, may in turn require a variation of existing strategies or the implementation of new measures over time.

These proposals are further detailed in [Section 6 – Management Framework for Categories of Land](#) and specifically noted in Table 9 (pgs. 34-38).

4.3 Current Use of Land & Structures on adoption of Plan

Infrastructure is predominantly located at North LW (as referred to in Annexure 2 (pg. 46)).

Due to low levels of water, outbreaks of B-GA and recurring public use lockdowns resulting from the Covid pandemic at the time of preparing this PoM, usage has been predominantly restricted to picnicking and limited free-camping.

In usual circumstances, North LW would host a variety of water sports and recreational fishing; and is regularly used for small and larger group functions utilising the various Picnic/BBQ shelters and playground area. Only the Lions Shelter is managed through a formal booking system by Council's Customer Service staff. Other shelters are first-in, first use basis and at no cost.

The area is also used for wildlife observation and nature-based photography. Annexure 3 (Bird & Fauna Observation List) (pgs. 47-49) and Annexure 4 (Interim Plant List) (pgs. 50 -51) found across both sites. A further study would be an advantage in determining a current base level of diversity of species.

The areas of the Griffith Boat Club and Sailing Club respectively would also provide greater visitation and useability of the Lake when North LW is not closed due to the high levels of B-GA.

The former kiosk now known as the 'Lakehouse' is utilised by the Griffith Regional Art Gallery for specific art classes. The building is also used by Bacchus Fun Run organisers during special events. There is no potable water connected to the Lakehouse (hence it's renaming from kiosk), therefore patrons must bring their own drinking water.

The 'Primitive Camping Ground' contains a new amenity's building comprising of three change room cubicles (unisex facility) and three toilets. Although there is plumbing fitted, *camping showers* are used, as potable water is not connected. An Aerated wastewater Treatment System (AWTS) and spray irrigation is also operated in this area.

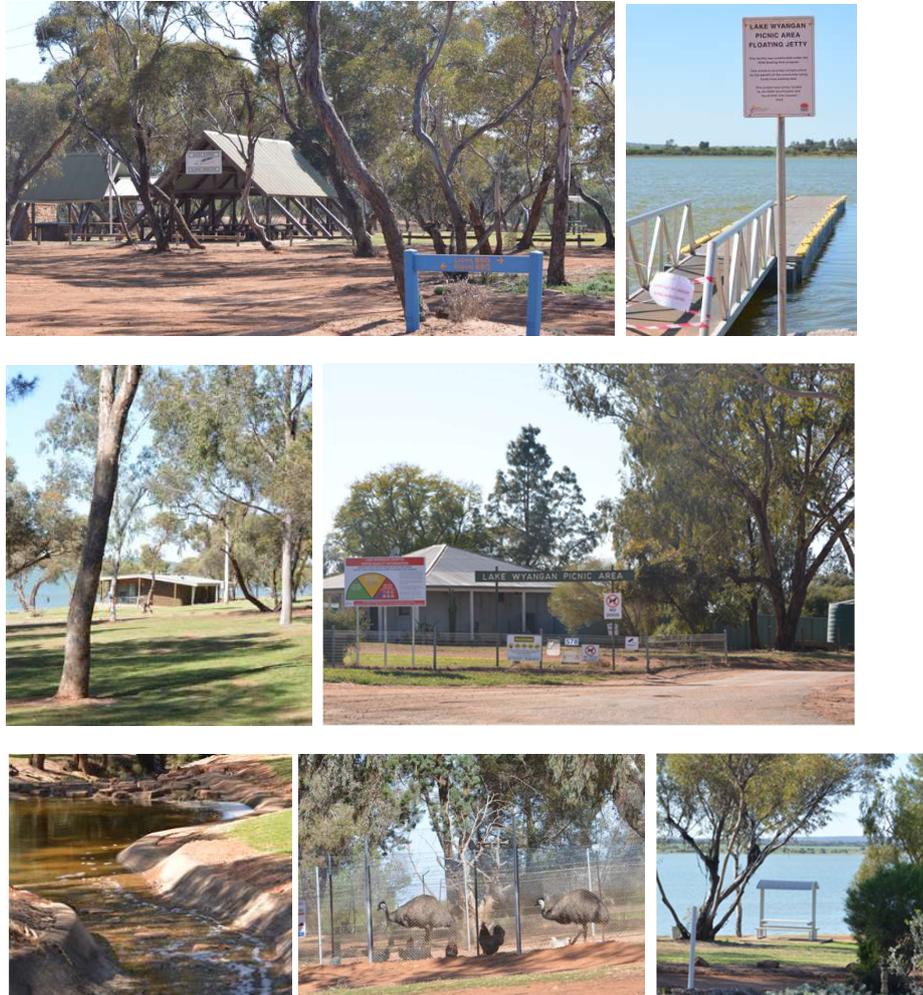
Various buildings and infrastructure have been constructed under Council's Development Approvals process.

Council undertakes regular removal of Carp from North LW (with close to 4 tonnes being removed as at the date of preparation of this PoM).

Murrumbidgee Irrigation had placed Ultrasound Algae Management equipment on the waters of Jack Carson Wildlife Reserve. The equipment sends out ultrasounds to break up the algae which

then falls to the bottom of the lake. Annexures 5-7 (pgs. 52-54) show the various drainage inlets and MI water infrastructure at both JCWR and North LW.

Figure 7 – Infrastructure at Lake Wyangan Picnic Area





4.4 Permissible Uses/Future Uses

Community land is valued for its important role in the social, intellectual, spiritual and physical enrichment of residents, workers, and visitors to the Griffith City Council area.

Griffith City Council encourages a wide range of uses of community land and intends to facilitate uses which increase the activation of its land, where appropriate.

The general types of uses which may occur on community land categorised as 'Natural Area – Bushland' and 'Park' and the forms of development generally associated with those uses, are set out in Table 4 (page 25). The facilities on community land may change over time, reflecting the needs of the community and in the case of the respective areas within this PoM, also based on outcomes for improved water quality, reduced sedimentation and increased recreational potential being derived through the reduction in frequency of B-GA blooms.

Increased vegetation (floating wetlands, swales, bushland etc.) and constructed gardens may subsequently allow for new interpretive/ cultural signage, explaining the uses and benefits of various plant species, fauna and ecosystems within the Lake Wyangan Catchment.

Revegetation, particularly shrub layers play an important role in improving a healthy ecosystem which lends itself to further educational opportunities.

A proposed shared walking/biking trail at North LW could provide a connection with the neighbouring Wetlands of Campbell's, Nericon and Tharbogang. A viewing platform-within North LW, together with the construction of further bike trails on the reserve; and demolishing, upgrading or renovating of existing facilities, including sheds, playground and picnic infrastructure, will encourage further visitation to the reserve.

Sealing of main roads, providing designated car parking areas, installation of automated water systems for lawn areas, will assist with sediment control. Additional recreational services and landscaping, including improvements to the existing primitive camping area, will be required.

Installation of a precast boat ramp adjoining the camping area is proposed, utilising environmentally friendly materials.

Noting the extent of artefacts located particularly along the eastern foreshore of North LW, there is potential for cultural signage that supports connection to Country by the local Wiradjuri people and their use of the land and water.

Table 4 – Permissible use and development of community land categorised as Park and Natural Area - Bushland by council

Park	
<p>Purpose/Use such as...</p> <ul style="list-style-type: none"> • Active and passive recreation including children's play and cycling • Group recreational use, such as picnics and private celebrations • Eating and drinking in a relaxed setting • Publicly accessible ancillary areas, such as toilets • Festivals, markets, exhibitions and similar localised events and gatherings • Low intensity commercial activity (e.g. recreational equipment hire) • Filming and photographic projects • Busking • Public address (speeches) • Community gardening <p>NB: Some of the uses listed above require a permit from the council.</p>	<p>Development to facilitate uses, such as...</p> <ul style="list-style-type: none"> • Development for the purposes of improving access, amenity and the visual character of the park area, e.g., paths, public art, pergolas, paved areas • Development for the purposes of active recreation such as play equipment, exercise equipment, bike racks, half-court basketball courts, bocce courts • Amenities to facilitate the safe use and enjoyment of the park e.g., picnic tables, BBQs, sheltered seating areas, etc. • Café or refreshment areas (kiosks or similar) including external seating • Lighting, seating, toilet facilities, courts, paved areas. • Hard and soft landscaped areas and walking trails • Storage sheds • Car parking and loading areas • Commercial development which is sympathetic to and supports use in the area e.g. hire of recreational equipment • Community gardens • Heritage and cultural interpretation, e.g., signs • Advertising structures and signage (such as A-frames and banners) that: <ul style="list-style-type: none"> - relate to approved uses/activities - are discreet and temporary - are approved by the council • Water saving initiatives such as stormwater harvesting, rain gardens and swales • Energy saving initiatives such as solar lights and solar panels • Locational, directional and regulatory signage
Natural Area – Bushland	
<p>Purpose/Use</p> <ul style="list-style-type: none"> • Preservation of the Council's natural heritage including the identified endangered ecological communities • Preservation of biological diversity and habitat • Providing a location for relaxation and passive informal recreation • Walking and cycling • Guided bushwalks • Environmental and scientific study • Bush regeneration works • Carbon sequestration • Bio-banking • Approved bush care projects requiring ecological restoration activities associated with protection of flora and fauna • Fire hazard reduction 	<p>Development to facilitate uses</p> <ul style="list-style-type: none"> • Visitor facilities; toilets, picnic tables, BBQ's, sheltered seating areas, lighting, low impact carparks. • Low impact walking trails. • Interpretive signage, information kiosks • Water-saving initiatives such as rain gardens, swales and sediment traps. • Bridges, observation platforms, signs. • Work sheds or storage sheds required in connection with the maintenance of the land. • Temporary erection or use of any building or structure necessary to enable a filming project to be carried out. • Locational, directional and regulatory signage. • Energy saving initiatives such as solar lights and solar panels • Refreshment kiosks (but not restaurants)

4.5 Express authorisation of leases and licences and other estates

Under section 46(1)(b) of the LG Act, leases, licences and other estates formalise the use of community land. A lease, licence or other estate may be granted to organisations and persons, community groups, sports clubs and associations, non-government organisations, charities, community welfare services, non-profit organisations and government authorities.

The lease or licence must be for uses consistent with the reserve purpose(s), the assigned categorisation and zoning of the land, be in the best interests of the community as a whole, and enable, wherever possible, shared use of community land.

Any lease or licence proposal will be individually assessed and considered, including the community benefit, compatibility with this PoM and the capacity of the community land itself and the local area to support the activity.

A lease is normally issued where exclusive control of all or part of an area by a user is proposed. In all other instances a licence or short-term licence or hire agreement will be issued.

Council will undertake a tendering process for tenures greater than five years except where it satisfies Division 1 of Part 3 Section 55 i.e., to non-profit organisations.

This plan of management **expressly authorises** the issue of leases, licences and other estates over the land covered by the plan of management, in accordance with section 46(1)(b) of the LG Act, provided that:

- the purpose is consistent with the purposes of the Study and Conservation of Native Flora and Fauna/Environmental Protection and Public Recreation
- the purpose is consistent with the core objectives prescribed by Section 36G (categorisation of Park) and Section 36J (categorisation of Natural Area – Bushland)
- the lease, licence or other estate is for a permitted purpose listed in the *Local Government Act 1993* or the *Local Government (General) Regulation 2021 [NSW]*
- the issue of the lease, licence or other estate and the provisions of the lease, licence or other estate can be validated by the provisions of the *Native Title Act 1993 (C'th)*
- where the land is subject to a claim under the *Aboriginal Land Rights Act 1983* the issue of any lease, licence or other estate will not prevent the land from being transferred in the event the claim is granted
- the issue of the lease, licence or other estate will not materially harm the use of the land for any of the purposes for which it was dedicated or reserved.

Table 5 - Leases, licences and other estates and purposes for which they may be granted

Type of tenure arrangement	Maximum term	Purpose for which tenure may be granted
Lease	Up to 21 years. Minister's approval required for longer terms.	<ul style="list-style-type: none"> • Accommodation
Licence	Up to 21 years	<ul style="list-style-type: none"> • Accommodation • Outdoor café/kiosk seating and tables • Education purposes including educational classes, workshops. • Recreational purposes including fitness classes, games etc • Hire or sale of recreational equipment • Bicycle/boat hire or similar • Work sheds or storage sheds required in connection with the maintenance of the land • Temporary erection or use of any building or structure necessary to enable filming project to be carried out • Cultural purposes
Short-term Licence	Up to 12 months	<ul style="list-style-type: none"> • Community events and festivals • Playing of musical instruments, or singing for fee or reward • Picnics and private celebrations such as weddings and family gatherings filming, including for cinema/television

		<ul style="list-style-type: none"> • Conducting a commercial photography session • Public performances • Engaging in an appropriate trade or business • Delivering a public address • Fairs, markets, auctions and similar activities • Scientific studies and surveys or similar • Bicycle/boat hire or similar • Temporary erection or use of any building or structure necessary to enable a filming project to be carried out
Other estates		This PoM allows the council to grant 'an estate' over community land for the provision of public utilities and works associated with or ancillary to public utilities and provision of services, or connections for premises adjoining the community land to a facility of the council or public utility provider on the community land in accordance with the <i>LG Act</i> .

There are currently licences in place for pipelines for water access, between the licensee and Murrumbidgee Irrigation Limited. Future development on the reserves may permit further pipeline licenses to be approved.

A Residential Tenancy Agreement is in place with Council, in respect of the caretaker's cottage located at North LW.

Direction of Funds

Any income produced from the Reserves, i.e., as per the approved Tenure, will be distributed to manage either these lands or other community Crown land in a fashion determined by Council.

4.6 Easements

There are no easements registered affecting any of the lands comprised within this PoM.

4.7 Native Title Assessment

Council is required under the provisions of the *CLMA 2016*, to undertake steps to identify whether the activity proposed on Crown land will affect Native Title. Council must further consider what provisions of the *NTA 1993 (C'th)* will validate the activity; and what procedures should be taken in relation to a particular activity prior to its commencement. Council must also have regard for any existing claims made on the land under the *NSW Aboriginal Land Rights Act 1983 (ALR Act)*.

The activity must be authorised through *Part 2 Division 3 of the NTA 1993 (C'th)*.

Council must obtain written advice from its Native Title Manager in relation to certain activities and acts carried out on Crown land where the land is not excluded land, in accordance with native title legislation and applicable to works and activities to be undertaken at JCWR and North LW.

4.8 Aboriginal Land Claims

The following Table shows Reserves that are impacted by current Aboriginal Land Claims (ALCs).

Table 6 – Reserves impacted by ALCs

Reserve No.	Reserve Name	ALC	Area affected
Part 159017	Jack Carson Wildlife Reserve	38148	Whole of Lot 140 DP 751743
		38149	Whole of Lot 139 DP 751743
		38151	Whole of Lot 138 DP 751743
Part 1002998	North Lake Wyangan	38078	Whole of Lots 399 & 400 DP 751743
			Whole of Lot 394 DP 751743
		38097	Whole of Lot 404 – 406 DP 751743

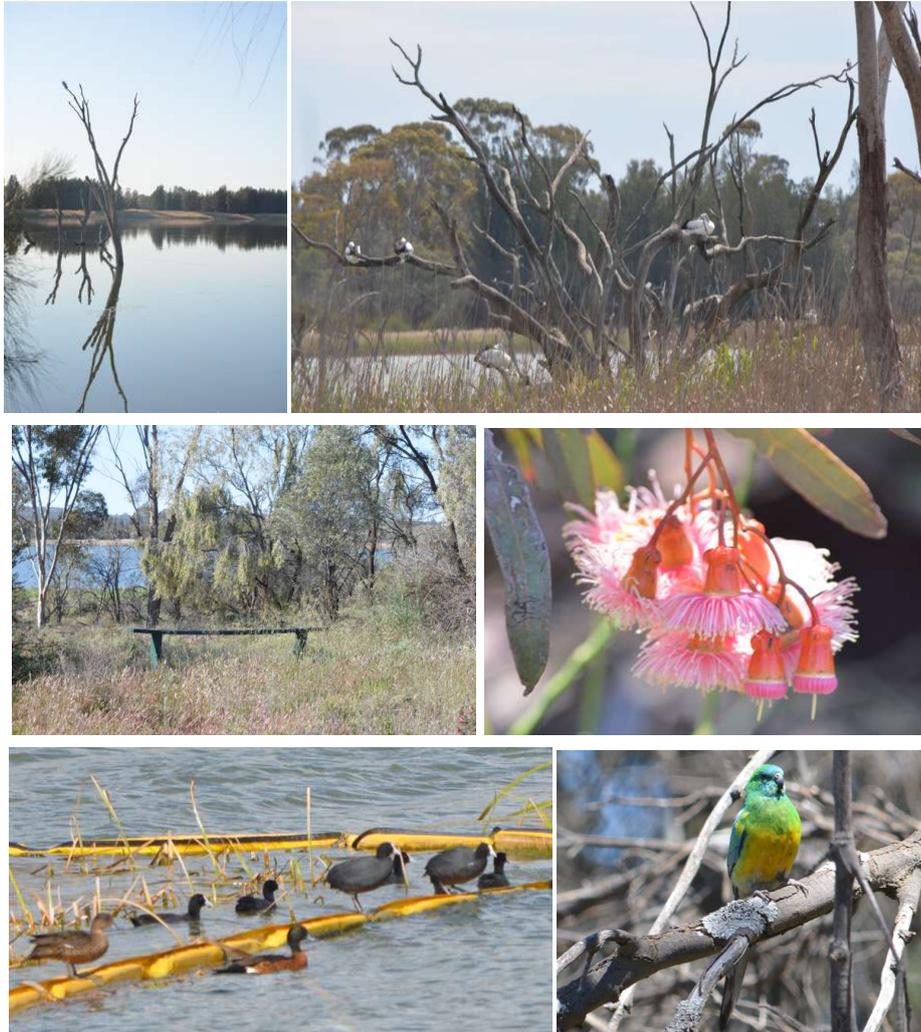
Any proposed works or development on the affected land, or the issue of tenures authorised by this PoM should not proceed if:

- The proposed activity could prevent the land being transferred to an ALC claimant in the event that any undetermined claim is granted.
- The proposed activity could impact or change the physical/environmental condition of the land, unless:
 - a) Council has obtained written consent from the claimant Aboriginal Land Council to carry out the proposed work or activity, and/or
 - b) Council has obtained a written statement from the Aboriginal Land Council confirming that the subject land is withdrawn (in whole or part) from the land claim.

Council engaged consultants to undertake an extensive “Aboriginal Heritage Constraints Analysis” in relation to proposed works at Lake Wyangan with a Report provided in July 2021. Previous reports were reviewed and an extensive search of Office of Environment and Heritage AHIMS Web Services (Aboriginal Heritage Information Management System) have identified further Aboriginal sites.

Prior to the undertaking of any works identified in this PoM, subsequent AHIMS searches will be undertaken. Council will undertake due diligence in accordance with the *NSW National Parks and Wildlife Act 1974 (NPW Act)* and the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales and may require an Aboriginal Heritage Impact Permit (AHIP).

Figure 8 – Views of Jack Carson Wildlife Reserve





5.0 BASIS OF MANAGEMENT

Griffith City Council intends to manage its community land to meet:

- assigned categorisation of community land
- the LG Act guidelines and core objectives for community land set out in Table 7 in [Section 5.1](#) below
- the council's strategic objectives and priorities
- development and use of the land outlined in Chapter 6 Part 2 Division 2 of the *LG Act 1993*.

5.1 Core Objectives for management of Community land

The management of community land is governed by the categorisation of the land, its purpose and the core objectives of the category.

For the purpose of this PoM, the categories of Parks and Natural Area – Bushland are defined in the *Local Government (General) Regulation 2021, Part 4 Division 1 – Guidelines for the categorisation of community land* as:

[Table 7 – Categories of land as defined in the Sections 104 and 107 Local Government Regulation](#)

Guidelines – from the Local Government (General) Regulation 2021 [NSW]	Core objectives – from the Local Government Act 1993
<p>Clause 104 – Parks:</p> <p>Land which is improved by landscaping, gardens or the provision of non-sporting equipment and facilities, and for uses which are mainly passive or active recreational, social, educational and cultural pursuits that do not unduly intrude on the peaceful enjoyment of the land by others.</p>	<p>Category Park (Section 36G):</p> <ul style="list-style-type: none"> • to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities • to provide for passive recreational activities or pastimes and for the casual playing of games • to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.
<p>Clause 107 – Natural Area – Bushland:</p> <p>Land that contains primarily native vegetation and that vegetation –</p> <p>(a) is the natural vegetation or a remainder of the natural vegetation of the land, or</p> <p>(b) although not the natural vegetation of the land, is still representative of the structure or floristics, or structure and floristics, of the natural vegetation in the locality.</p> <p>Such land includes –</p> <p>(a) bushland that is mostly undisturbed with a good mix of tree ages, and natural regeneration, where the understory is comprised of native grasses and herbs or native shrubs, and that contains a range of habitats for native fauna (such as logs, shrubs, tree hollows and leaf litter), or</p> <p>(b) moderately disturbed bushland with some regeneration of trees and shrubs, where there may be a regrowth area with trees of even age, where native shrubs and grasses are present in the understory even though there may be some weed invasion, or</p> <p>(c) highly disturbed bushland where the native understory has been removed, where there</p>	<p>Category Area of Bushland (Section 36J):</p> <ul style="list-style-type: none"> • to ensure the ongoing ecological viability of the land by protecting the ecological biodiversity and habitat values of the land, the flora and fauna (including invertebrates, fungi and micro-organisms) of the land and other ecological values of the land, and • to protect the aesthetic, heritage, recreational educational and scientific values of the land, and • to promote the management of the land in a manner that protects and enhances the values and quality of the land and facilitates public enjoyment of the land, and to implement measures directed to minimising or mitigating any disturbance caused by human intrusion, and • to restore degraded bushland, and • to protect existing landforms such as natural drainage lines, watercourses and foreshores, and • to retain bushland in parcels of a size and configuration that will enable the existing plant and animal communities to survive in the long term, • to protect bushland as a natural stabiliser of the soil surface.

may be significant weed invasion and where dead and dying trees are present, where there is not natural regeneration of trees or shrubs, but where the land is still capable of being rehabilitated.

Figure 9 - Primitive Camping Area and adjacent animal enclosure



6.0 MANAGEMENT FRAMEWORK FOR CATEGORIES OF LAND

6.1 Management Issues

Management of the lands takes into consideration the reserves' purpose and the purpose for which the lands are classified and categorised.

Council recognises the importance of Reserves and community owned land that are valued by its users and visitors to the Griffith City area. Of primary importance in the short-term, is the improvement of water quality into the Lake systems (particularly North LW) including the reduction of nutrients (especially phosphorus), sediment control and the restocking of native fish. The long-term outcomes are to revitalise North LW recreational usage and opportunities and sustain water quality and flow between the two Lake systems and generally improve habitat.

Table 8 below provides Council's general management issues and guidelines.

Table 8 – Management Issues and Guidelines

Maintenance of infrastructure	As required following routine inspections by Council and reported by users and / or identified in relevant reports and in accordance with Council's requirements for both the monitoring / improvement of water quality infrastructure and recreational infrastructure.
Car Park	Car-parking areas are provided to accommodate user / visitor attendance and service requirements to the recreational areas of North LW; and informal parking areas to check monitoring and other infrastructure associated with Jack Carson Wildlife Reserve (the working Lake).
Watering	Watering of landscaped areas and provision of water to the camping area currently relies on raw water. Proposed transfer to potable water supply. Watering shall be undertaken as required and according to specific water restrictions that may be in place from time to time. The installation of an automated water system would improve efficiencies of staff time and improve sediment control.
Vandalism	Vandalism will be addressed at the time of occurrence. Vandalism may include issues such as unauthorised vehicle access; damage to infrastructure; or other damage resultant from unauthorised activities referred to in PG-CP-301 "Prohibited Activities on Council Active & Passive Recreation Areas".
Erection /demolition/ installation of infrastructure and other buildings	The erection/demolition/installation of infrastructure, associated works as provided by this Plan of Management, will be under authorisation of various Council directorates and other agencies to support necessary works for improvement of infrastructure on the reserves and monitor and improve water quality. Such works will be subject to DPE - Crown Lands 'Landowner Consent' (as applicable) together with other Agency approvals (i.e., NSW Department of Fisheries etc.) and necessary Council Approvals.
Weeds	Management of biosecurity weeds is a priority for Council (refer to GCC Biosecurity Weeds and Legislation and PG-CP-401), in particular Prickly Pear (<i>Opuntia stricta</i>) and African Boxthorn (<i>Lycium ferocissimum</i>). Weed management practices will be undertaken by Council staff in accordance with guidelines to ensure amenability of the various recreational areas (other than those areas directly Licenced by DPE – Crown Lands for which the relevant Licensee will be responsible).
Pests	Pest management is the responsibility of Council staff in accordance with Council guidelines (other than those areas directly Licenced by DPE - Crown Lands for which the relevant Licensee will be responsible).
Signs	Signage is both regulatory and interpretive in accordance with Standard AS 2342-1992.
Trees	Council's Tree Preservation Order PG-CP-401 must be adhered to and Council must be consulted prior to the removal of any trees.
Drainage	Impacts of drainage water have a significant effect on the Lake systems. Improvements to inflows of water from various sources is a key contributing factor, with drainage infrastructure works being of high priority.
Rubbish	Removal of unauthorised dumping of rubbish is monitored by Council through its Remove Illegal Dumping (RID) Programs and through Litter Reduction and Clean up Campaigns EH-CP-204.

Encroachment and enclosure	Specific areas of Jack Carson Wildlife Reserve have both encroachment with landscaping and potential infrastructure from adjoining freehold land; and enclosure of a public Crown Road that prevents Council staff / public access. Refer to Table 8.
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6.2 Plan Implementation

The following action plan sets out the requirements under Section 36 of the *LG Act 1993* with respect to:

- The category of the land
- The objectives and performance targets of the plan with respect to the land
- The means by which the council proposes to achieve the plan's objectives and performance targets,
- The manner in which the council proposes to assess its performance with respect to the plan's objectives and performance targets.

Table 9 below, sets out key objectives and performance targets for management of the land.

Responsibility: Griffith City Council (GCC)
Table 9 – Objectives and performance targets of this Plan of Management

Performance Target	Actions	Priority	Performance Indicator
LEGISLATIVE			
To ensure that relevant legislation is complied with in relation to preparation of the PoM.	1. The Plan is prepared in accordance with Native Title Manager advice, the <i>LGA 1993</i> , the <i>CLMA 2016</i> , <i>NTA 1993 (C'th)</i> and <i>ALRA 1983</i> (as applicable)	High	<ul style="list-style-type: none"> • The Plan is reviewed by Council's Native Title Manager and approved by DPE – Crown Lands • Council exhibits and adopts the PoM subject to community comments being addressed. (Where significant changes to the PoM are required, the PoM will be re-referred to Council and the Department).
MANAGEMENT			
Manage Blue-Green Algae Outbreaks	<ol style="list-style-type: none"> 2. Comply with NSW Guidelines for management of recreational water for Blue-Green Algae levels 3. Aim to be 'Amber' or 'Green' alert all year round. 	High	<ul style="list-style-type: none"> • Algal sampling programme meets compliance requirements. • Conduct and regularly review monitoring programmes and collate essential data for assessment. • Conduct regular monitoring to manage public health due to Blue-Green Algae outbreaks and disseminate information promptly. • Source funding to purchase and install updated monitoring equipment / associated data management systems. • Implement Algal treatments to North LW (subject to

			<ul style="list-style-type: none"> funding). Increased recreational use of North LW.
Provide a strategic plan for Jack Carson Wildlife Reserve & North Lake Wyangan systems	<ol style="list-style-type: none"> Develop a suitable system for reclamation / stormwater and other inflows to improve water quality (incorporating both areas). Consultation and development in accordance with Council's Strategies and Policies and other Agency approvals. 	High	<ul style="list-style-type: none"> Commencement of the Lake Wyangan and Catchment Management Project (i.e., water delivery and reclamation program) Continued sourcing of funding opportunities for on-going implementation of the Lake Wyangan and Catchment Management Project and associated infrastructure. Necessary Approvals and comment are sought in a timely manner.
Provide regular upkeep to existing recreational facilities and infrastructure	<ol style="list-style-type: none"> Develop an Asset Report of existing infrastructure and plan a maintenance schedule pending longer-term improvements (as necessary and subject to funding). 	On-going	<ul style="list-style-type: none"> Implementation of a maintenance schedule for existing infrastructure to meet required standards and community expectations. Facilities for camping and recreational use are attractive and accessible. Caretaker's cottage meets regulatory standards. Feedback from community is positive and negative feedback acted upon as necessary.
INFRASTRUCTURE			
Provide appropriate infrastructure for pumping and mixing of reclaimed, irrigation, drainage and stormwater to improve water quality of both Lake systems.	<ol style="list-style-type: none"> Obtain necessary Engineering and associated designs to meet outcomes for improved water quality and sedimentation control. Obtain necessary Aboriginal Cultural Heritage Assessment and / or Aboriginal Heritage Impact Permits (AHIPs) (as necessary). Install necessary pumping, pipeline and other associated monitoring equipment (as necessary). Undertake drainage infrastructure works. Assess existing groundwater bore locations. Undertake regular monitoring and reporting of surface and ground water to meet environmental and recreational requirements. 	High / On-going	<ul style="list-style-type: none"> Pipelines between Jack Carson Wildlife Reserve and North Lake systems (in place 2021). Installation of appropriate pump wells or other systems (as necessary) to improve water quality. MI Drainage inlets are cleaned / upgraded and necessary works undertaken promptly. Installation of sediment retaining pits (as required). Creation of floating wetland area(s) in North LW to support nutrient removal. Improved quality of data through consistent monitoring of surface and ground water. Continued sourcing of funding.
Implement sediment control measures (Phosphorous, Nitrogen and Salinity)	<ol style="list-style-type: none"> Reduce sediment entering the Lake systems from drains, roads, recreational and camping areas. Develop an on-going maintenance plan for drains and drainage points. Review sediment runoff and 	High / On-going	<ul style="list-style-type: none"> Clean and repair of existing in-flow drains. Engage with neighbouring property owners to manage / reduce the volume and quality of water leaving their properties.

	<p>potential relocation or removal of existing animal enclosures.</p> <p>16. Sealing of roads within recreation and camping areas; and installation of sediment and rubbish traps.</p> <p>17. Reduction of road networks or closing of roads (as necessary).</p> <p>18. Implement appropriate strategies to manage water depth in North LW.</p>		<ul style="list-style-type: none"> • Manage sediment runoff from animal enclosures through relocation or removal of infrastructure (as appropriate). • Sealing/reduction of road network as appropriate. • In-Lake monitoring programme for Phosphorous and Nitrogen. • Reduction of phosphorous levels contained in both Lake systems. • Monitoring supports improved water quality entering and retained in the Lake systems. • Establish regular maintenance programme and monitoring for floating wetlands. • Improved health and populations of native fish. • Maintain appropriate water levels in North LW. • Source necessary funding.
Maintain and provide quality recreational facilities at North Lake Wyangan for visitor and tourist use.	<p>19. Ensure on-going inspection and assessment of all infrastructure, i.e., camping and picnic / recreational areas (as appropriate).</p> <p>20. Review existing amenities.</p> <p>21. Prepare a Vegetation Plan incorporating floating wetlands.</p> <p>22. Install directional, interpretive and cultural signage together with signage relating to public health issues.</p> <p>23. Connect potable water to North LW picnic area and associated facilities</p> <p>24. Construction of walking/bike track and upgrade of playground and associated infrastructure</p> <p>25. Installation of boat ramp</p>	On-going	<ul style="list-style-type: none"> • Upgrades to existing infrastructure in accordance with risk assessment. • Development of sediment control measures and floating wetlands. • Source funding for preparation of Vegetation Plan. • Signage is upgraded and supports tourism / visitor experience and regulatory health issues • Installation of potable water. • Facilities meet the requirements of all users', visitors and workers. • Source funding opportunities for construction of recreational facilities to meet the needs of the community • Feedback from community is positive and negative feedback acted upon as necessary.
ENVIRONMENT			
Comply with NSW Guidelines for management of Lake systems of microbial & bacterial levels.	<p>26. Implement sampling programmes to meet compliance requirements.</p> <p>27. Establish appropriate maintenance programmes.</p>	On-going	<ul style="list-style-type: none"> • Source funding through the National Water Grid (and other opportunities) to obtain funding for Water Sustainability Project. • Maintain water flow to prevent opportunity for algal bloom. • Blue-Green Algal alerts are promptly and broadly communicated across all platforms of media.
Manage fish population in	28. Maintain a healthy fish	On-going	<ul style="list-style-type: none"> • Maintain water movement to

Lake systems	<p>biomass in the Lake systems to attract birdlife.</p> <p>29. Obtain necessary Approvals (i.e., NSW Fisheries) to ensure maintenance of key fish habitat prior to undertaking any infrastructure works.</p> <p>30. Reduce thermal stratification through mixing of surface and deep water of the Lake systems.</p> <p>31. On-going removal of Carp</p>		<p>provide suitable oxygen levels and prevent thermal stratification to support healthy fish habitats.</p> <ul style="list-style-type: none"> • Obtain necessary DPI Fisheries approvals (where necessary). • Lake systems are populated with native fish. • Carp populations are reduced. • Source funding opportunities for Fish Habitat Rehabilitation and / or restocking of native fish.
Manage environmental and user safety.	<p>32. On-going inspection and assessment of infrastructure in accordance with Council and Government WHS legislation.</p> <p>33. Consider community, visitor and user safety in relation to notification of Blue-Green Algae Alerts.</p> <p>34. Control noxious weed species within the Lake systems (Jack Carson Wildlife Reserve & North LW and adjacent roadside).</p> <p>35. Monitor pest activity and effects on flora and fauna.</p> <p>36. Monitor and remove rubbish.</p> <p>37. Consider the safety of the community, visitors and users the use of chemicals and pest control.</p> <p>38. Ensure that contractors are qualified when undertaking relevant weed and pest control measures (as applicable).</p> <p>39. Improve habitat through revegetation programs.</p>	On-going	<ul style="list-style-type: none"> • Audit processes for safety and condition reporting are working well. • Staff and contractors are appropriately trained in safe handling and use of appropriate chemicals for the land and demolition methods for buildings. • Signage and media alerts are provided promptly in relation to Blue-Green Algae outbreaks. • Reduction in weed incursions. • Rubbish is removed. • Revegetation programs and Vegetation Plan prepared for the Lake systems. • On-going funding sourced to undertake revegetation works. • Monitoring of drainage channels confirms reduced sediment inflow and improved fauna habitat. • Feedback from the users and the community are positive and negative feedback is acted upon where necessary.
Improve sustainable land use in line with Council's State of the Environment Report (2016).	<p>40. Protect landscapes that are environmentally sensitive.</p> <p>41. Encourage nature-based recreation.</p>	On-going	<ul style="list-style-type: none"> • Reduced soil erosion following implementation of sedimentation control measures and considered approach to adjoining land development. • Increased usage of North LW noted through survey, vehicle count or observation. • Feedback from the community is positive and negative feedback is acted upon where necessary.
Maintain quality of habitat for flora and fauna species and habitat connectivity with adjacent natural and wetland areas.	<p>42. Obtain detailed assessment of current flora and fauna habitat.</p> <p>43. Treat invasive weed species.</p> <p>44. Monitor impact of feral animal activity.</p>	On-going	<ul style="list-style-type: none"> • Detailed flora and fauna species obtained. • Reduce impacts of invasive weed species and feral animals. • Undertake revegetation (as necessary).

USE OF THE RESERVES			
Signs.	<p>45. Review signs and follow guidelines provided by Statewide Mutual Signs as Remote Supervision.</p> <p>46. Upgrade educational, interpretive and cultural signage in conjunction with proposed works identified in the PoM.</p>	On-going	<ul style="list-style-type: none"> Continually monitor all signs are legible and current. Upgrade of signage is undertaken in line with Lake system improvements.
Promotion of Lake system improvements in line with Council's State of the Environment Report and Lake and Catchment Management Project Report.	47. Ensure improvement of Lake system water quality and reduced sedimentation towards longer-term increased recreational use.	On-going	<ul style="list-style-type: none"> Continued consultation with respective Agencies and landholders to reduce nutrient inflows. Improvement in water quality noted through monitoring and survey. Reduction in Blue-Green Algal outbreaks. Feedback from the community is positive and negative feedback is acted upon where necessary.
Access and Parking.	<p>48. Ensure that access and parking areas meet visitor and user requirements to accommodate recreational use at North LW in line with improvements.</p> <p>49. Access to North LW camping area is maintained and suitably signed (including any applicable restrictions).</p>	On-going	<ul style="list-style-type: none"> Continue to monitor that access and parking requirements meet the needs of visitors and users. Internal road networks sealed to reduce sediment run-off. Feedback from visitors and the community is positive and negative feedback acted upon as necessary.
Installation of Infrastructure, works and building improvements.	50. Ensure that infrastructure, works and buildings or works are authorised in accordance with necessary Council and other Agency Approvals.	On-going	<ul style="list-style-type: none"> Council obtains all necessary Approvals. Council provides prompt approvals when necessary.
Unlawful use of land.	51. Ensure unauthorised use and enclosure of land adjacent to Jack Carson Wildlife Reserve is investigated.	On-going	<ul style="list-style-type: none"> Investigate and review unauthorised landscaping and infrastructure with landholders (as necessary). Discuss unlawful enclosure of Crown and Closed roads, respectively with DPE – Crown Lands for appropriate resolution.
Rubbish	52. Removal of unauthorised dumping of rubbish and old building materials (former Skillshare buildings / shelters)	On-going	<ul style="list-style-type: none"> Repair fencing and install gates to permit 'authorised vehicle access only'. Removal of dumped rubbish (as necessary). Install appropriate signage.

Figure 10 – Views of North Lake Wyangan







7.0 REFERENCES

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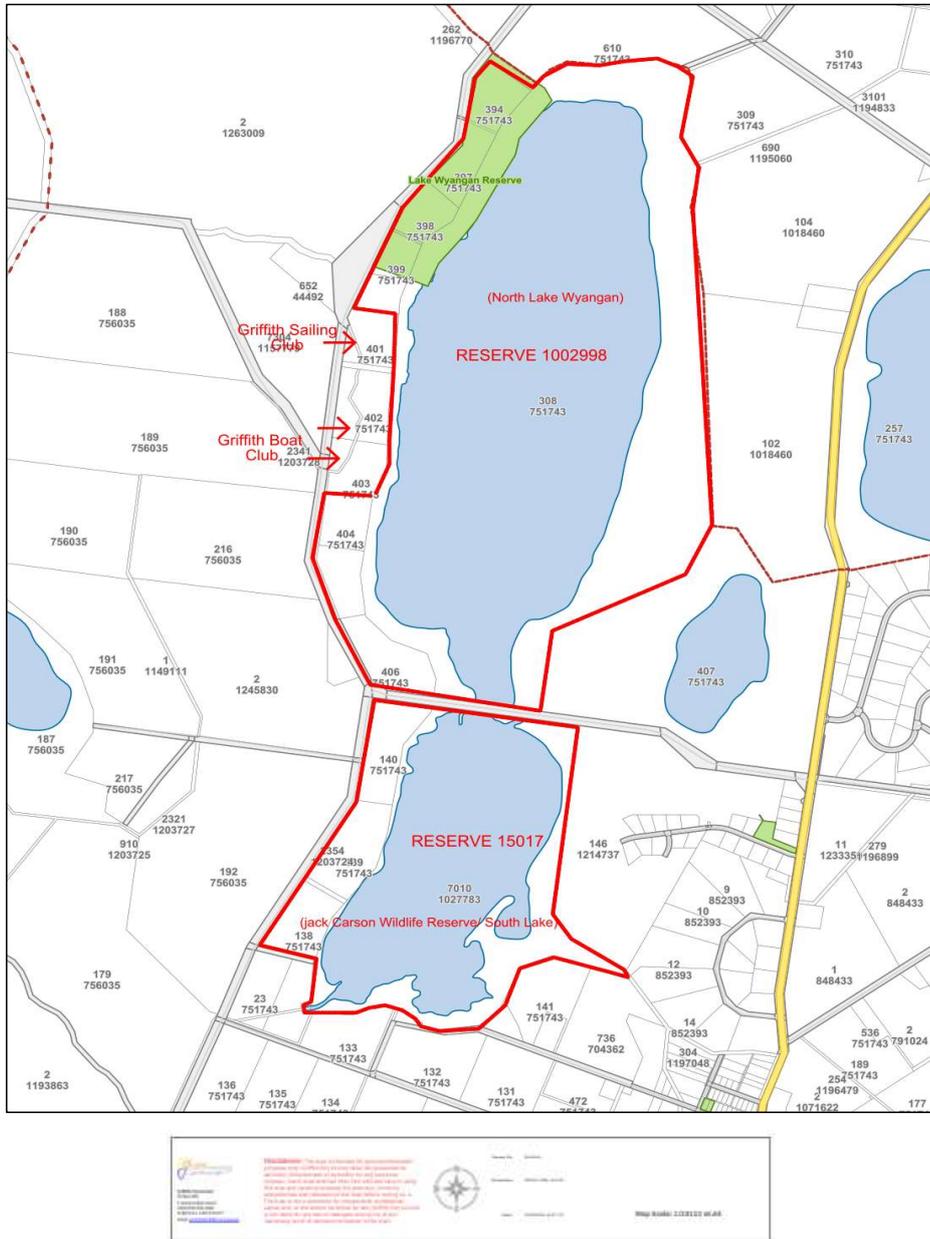
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8.0 ANNEXURES

- 1) Map - Reserves of the Lake Wyangan PoM
- 2) Schedule of Lands & Infrastructure – Lake Wyangan PoM
- 3) Jack Carson Wildlife Reserve & North Lake Wyangan – Bird & Fauna Observation List
- 4) Jack Carson Wildlife Reserve & North Lake Wyangan – Interim Plant List
- 5) Map – North Lake Wyangan Drainage Inlets
- 6) Map – Jack Carson Wildlife Reserve Drainage Inlets
- 7) Extract of MI Areas of Operations Infrastructure Mapping

ANNEXURE 1 – MAP – RESERVES OF LAKE WYANGAN PLAN OF MANAGEMENT



ANNEXURE 2 - SCHEDULE OF LANDS & INFRASTRUCTURE – LAKE WYANGAN PLAN of MANAGEMENT

A	B	C	D	E	F	G	H	I	
1	SCHEDULE OF LANDS - LAKE WYANGAN								
2									
3	RESERVE NO.	RESERVE NAME	CROWN	DATE OF GAZETTE	PURPOSE	CATEGORY	LOT/DP	AREA	COMMENTS/INFRASTRUCTURE
4	159017	Jack Carson Wildlife Reserve (South Lake Wyangan)	Crown	18/03/1994	Study and Conservation of Native Flora and Fauna. See # Note Comments.	Natural Area - Bushland	138-140/751743; 7010/1027783 & 7309/1167707	133.7 ha	# Note: Following amendment to Trust appointment in Gazette of 16/12/21994, the purpose was amended to 'Environmental Protection'. Infrastructure: remnants of toilet block (built by Skillshare); single seating; perimeter fencing (generally in good condition); Ultrasound Algae Management equipment (owned by MI) (x3); Pump-shed and associated infrastructure (owned by MI); private pump-shed and pipeline.
5	1002998	North Lake Wyangan	Crown	11/01/2002	Public Recreation	Park	308, 394, 397-400, 404-406/751743	345.4 ha	Pipelines underneath causeway between South and North Lakes; perimeter fencing on southern, western and northern boundaries (eastern boundary not fenced). Although the areas of the Boat and Sailing Clubs respectively are fenced out of the Council managed area, the land is included in the overall area of Reserve 1002998. <u>Picnic Area:</u> Caretaker's Cottage; animal enclosures (x4); toilet blocks (x3); the Lakehouse (former kiosk); playground; Large seated picnic shelters with electric BBQs (erected by local service clubs, i.e., Apex, Lions, Baita Alpini and Rotary); Medium seated picnic shelters (x2); other small seated shelters (x13); single steel pedestal wood-burn BBQs (x3); open seating (x1); and signage. Existing jetty is to be replaced (subject to funding). Landscaping and wooden bollards. <u>Primitive Camping Ground:</u> Perimeter fencing; new 'camping' showers and toilet facility; camp kitchen with concrete tables and trestle seating; wash area; fish scaling area; drainage areas. Camping sites are unpowered. Electricity supplied to camp kitchen; jetty; and landscaping.

ANNEXURE 3 – JACK CARSON WILDLIFE RESERVE & NORTH LAKE WYANGAN - BIRD & FAUNA OBSERVATIONS LIST

A	B	C	D	E	F	G
1	BIRD & OTHER FAUNA OBSERVATIONS - JACK CARSON WILDLIFE RESERVE & NORTH LAKE WYANGAN - 10 year period (abt. 2010-2020)					
2	OTHER FAUNA OBSERVATIONS					
3	Observers: Max O'Sullivan (MO), Melva Robb (MR)					
4						
5	SPECIES NAME	SCIENTIFIC NAME	THREATENED SPECIES STATUS	MO	17-24/09/2021 MR	25/10/2021 MR
6	1 Australasian Darter	<i>Anhinga novaehollandiae (melanogaster)</i>		√	√	√
7	2 Australasian Grebe	<i>Tachybaptus novaehollandiae</i>		√		
8	3 Australian Little Bittern	<i>Ixobrychus dubius</i>		√		
9	4 Australian Magpie	<i>Cracticus (Gymnorhina) tibicen</i>		√		
10	5 Australian Pelican	<i>Pelecanus</i>		√	√	√
11	6 Australian Raven	<i>Corvus coronoides</i>		√		√
12	7 Australian Reed-Warbler	<i>Acrocephalus australis</i>		√	√	√
13	8 Australian Ringneck	<i>Barnardius zonarius</i>		√	√	√
14	9 Australian Spotted Crane	<i>Porzana fluminea</i>		√		
15	10 Australian White Ibis	<i>Threskiornis molucca</i>		√		
16	11 Australian Wood Duck	<i>Chenonetta jubata</i>		√		
17	12 Ballion's Crane	<i>Porzana pusilla</i>		√		
18	13 Black-faced Cuckoo-shrike	<i>Coracina novaehollandiae</i>		√		
19	14 Black Kite	<i>Milvus migrans</i>		√		
20	15 Black Swan	<i>Cygnus atratus</i>		√	√	√
21	16 Black-fronted Dotterel	<i>Eisayornis (Characrius) melanops</i>		√		
22	17 Black-tailed Native Hen	<i>Tribonyx (Gallinula) ventralis</i>		√	√	
23	18 Blue-faced Honeyeater	<i>Entomyzon cyanotis</i>		√	√	
24	19 Brown Falcon	<i>Falco berigora</i>		√		
25	20 Caspian Tern	<i>Hydroprogne caspia</i>		√		
26	21 Chestnut Teal	<i>Anas castanea</i>		√	√	√
27	22 Cockateil	<i>Nymphicus hollandicus</i>		√		
28	23 Collared Sparrowhawk	<i>Accipitercirrhocephalus</i>		√		
29	24 Common Bronzewing	<i>Phaps chalcoptera</i>			√	√
30	25 Common (Eurasian) Blackbird	<i>Turdus merula</i>			√	√
31	26 Common Starling	<i>Sturnus vulgaris</i>		√	√	
32	27 Crested Pigeon	<i>Ocyphaps lophotes</i>		√	√	√
33	28 Double-barred Finch	<i>Taeniopygia bichenovii</i>		√		
34	29 Eastern Great Egret	<i>Ardea modesta</i>		√		
35	30 Eurasian Coot	<i>Fulica atra</i>		√	√	
36	31 Fairy Martin	<i>Petrochelidon ariel</i>		√		
37	32 Galah	<i>Eolophus roseicapillus</i>		√	√	√
38	33 Glossy Ibis	<i>Plegadis falcinellus</i>		√		

39	34 Golden-headed Cisticola	<i>Cisticola exilis</i>		√		
40	35 Great Cormorant	<i>Phalacrocorax carbo</i>		√		
41	36 Great Crested Grebe	<i>Podiceps cristatus</i>		√		
42	37 Grey Teal	<i>Anas gracilis</i>		√		
43	38 Hardhead	<i>Aythya australis</i>		√	√	√
44	39 Hoary-headed Grebe	<i>Poliiocephalus poliocephalus</i>		√		
45	40 House Sparrow	<i>Passer domesticus</i>		√		
46	41 Intermediate Egret	<i>Ardea intermedia</i>		√	√	
47	42 Latham's Snipe	<i>Gallinago hardwickii</i>		√		
48	43 Laughing Kookaburra	<i>Dacelo novaeguineae</i>		√		
49	44 Little Corella	<i>Cacatua sanguinea</i>		√		
50	45 Little Black Cormorant	<i>Phalacrocorax sulcirostris</i>		√	√	√
51	46 Little Eagle	<i>Hieraetus morphnoides</i>		√	√	
52	47 Little Pied Cormorant	<i>Microcarbo (Phalacrocorax) melanoleucos</i>		√	√	
53	48 Little Egret	<i>Egretta (Ardea) garzetta</i>		√		
54	49 Little Raven	<i>Corvus mellori</i>		√		
55	50 Magpie Goose	<i>Anseranas semipalmata</i>	√	√		
56	51 Magpie-lark (Pee-wee)	<i>Grallina cyanoleuca</i>		√		
57	52 Major Mitchell Cockatoo	<i>Lophochroa (Cacatua) leadbeateri</i>	√	√		
58	53 Masked Lapwing	<i>Vanellus miles</i>		√		
59	54 Musk Duck	<i>Biziura lobata</i>		√		
60	55 Nankeen (Australian) Kestrel	<i>Falco cenchroides</i>		√	√	
61	56 Northern Mallard	<i>Anas platyrhynchos</i>		√		√
62	57 Pacific Black Duck	<i>Anas superciliosa</i>		√	√	
63	58 Pallid Cuckoo	<i>Cacomantis pallidus</i>		√		
64	59 Peaceful Dove	<i>Geopelia striata</i>		√		
65	60 Pied Butcherbird	<i>Cracticus nigrogularis</i>		√		√
66	61 Pied Cormorant	<i>Phalacrocorax varius</i>		√	√	√
67	62 Pied Stilt	<i>Himantopus himantopus</i>		√	√	
68	63 Purple-backed (Variegated) Fairy-wren	<i>Malurus lamberti</i>		√		
69	64 Purple Swamphen	<i>Porphyrio porphyrio</i>		√	√	√
70	65 Red-capped Plover	<i>Charadrius ruficapillus</i>		√		
71	66 Red-kneed Dotterel	<i>Erythronyx cinctus</i>		√		
72	67 Red-necked Avocet	<i>Recurvirostra novaehollandiae</i>		√		
73	68 Red-rumped Parrot	<i>Psephotus haematonotus</i>		√		√
74	69 Rock Dove (Feral Pigeon)	<i>Columba livia</i>		√	√	√

75	70 Royal Spoonbill	<i>Platalea regia</i>		√		
76	71 Sacred Kingfisher	<i>Todiramphus sanctus</i>		√		
77	72 Sharp-tailed Sandpiper	<i>Calidris acuminata</i>		√		
78	73 Silvereye	<i>Zosterops lateralis</i>		√		
79	74 Silver Gull	<i>Larus novaehollandiae</i>		√		
80	75 Singing Honeyeater	<i>Lichenostomus virescens</i>		√		
81	76 Spiny-cheeked Honeyeater	<i>Acanthagenys rufogularis</i>		√	√	
82	77 Spotless Crake	<i>Porzana tabuensis</i>		√		
83	78 Straw-necked Ibis	<i>Threskiornis spinicollis</i>		√		
84	79 Swamp Harrier	<i>Circus approximans</i>		√		
85	80 Tree Martin	<i>Petrochelidon nigricans</i>		√		
86	81 Variegated Fairy-wren	<i>Malurus lamberti</i>			√	
87	82 Welcome Swallow	<i>Hirundo neoxena</i>		√	√	
88	83 Whiskered (Marsh) Tern	<i>Chlidonias hybrida</i>		√	√	
89	84 Whistling Kite	<i>Haliaeetus spheerurus</i>		√		
90	85 White-bellied Sea-eagle	<i>Haliaeetus leucogaster</i>		√		
91	86 White-breasted Woodswallow	<i>Artamus leucorhynchus</i>		√	√	
92	87 White-faced Heron	<i>Egretta novaehollandiae</i>		√		
93	88 White-necked Heron	<i>Ardea pacifica</i>		√		
94	89 White-winged Chough	<i>Corcorax melanorhamphos</i>			√	
95	90 Willie Wagtail	<i>Rhipidura leucophrys</i>		√	√	√
96	91 Yellow-billed Spoonbill	<i>Platalea flavipes</i>		√		
97	92 Yellow-plumed Honeyeater	<i>Lichenostomus ornatus</i>			√	
98	93 Yellow-rumped Thornbill	<i>Acanthiza chrysorrhoa</i>		√		
99	94 Yellow-throated Miner	<i>Manorina flavigula</i>		√	√	√
100	√ = Threatened					
101						
102	Reptiles					
103	Shingleback Lizard	<i>Trachydosaurus rugosus</i>			√	
104	Eastern long-necked turtle	<i>Chelodina longicollis</i>				√
105	Insects					
106	Common Bluetail	<i>Ischnura heterosticta</i>				√
107						
108	CSU Study - Frog diversity in the MIA prepared for Murrumbidgee Irrigation Pty Ltd (2004)					
109	Amphibians					
110	Spotted Marsh Frog	<i>Limnodynastes tasmaniensis</i>				
111	Barking Frog	<i>Limnodynastes fletcheri</i>				
112	Eastern Sign-bearing Froglet	<i>Crinia parinsignifera</i>				

ANNEXURE 4 – JACK CARSON WILDLIFE RESERVE & NORTH LAKE WYANGAN – INTERIM PLANT LIST

	A	B	C	D	E	F	G
1	INCIDENTAL PLANT SPECIES LIST - JACK CARSON WILDLIFE RESERVE & NORTH LAKE WYANGAN						
2	Noted by Murrumbidgee Field Naturalists (MFN) & Melva Robb (MR)						
3	FAMILY	SCIENTIFICA NAME	COMMON NAME	DATE	Introduced Species	DATE	
4				1/05/2000 MFN		24/09/2021 & 25/10/2021 MR	
5	Asparagaceae	<i>Asparagus asparagoides</i>	Bridle Creeper		#	"	
6	Asteraceae	<i>Arctotheca calendula</i>	Capeweed		#	"	
7		<i>Helichrysum apiculatum</i>	Yellow Buttons			"	
8		<i>Helipterum demissum</i>	Dwarf Sunray			"	
9		<i>Lactuca serriola</i>	Prickly Lettuce	"	#	"	
10		<i>Sonchus oleraceus</i>	Common Sow Thistle		#	"	
11		<i>Vittadinia cuneata</i>	Fuzzweed	"		"	
12		<i>Xanthium spinosum</i>	Bathurst Burr	"	#	"	
13		<i>Xerochrysum (previously Xerochrysum bracteatum)</i>	Golden Everlasting/ Strawflower			"	
14	Azollaceae	<i>Azolla filiculoides</i>	Red Azolla				
15	Boraginaceae	<i>Echium plantagineum</i>	Patterson's Curse	"	#		
16	Brassicaceae	<i>Brassia sp.</i>		"		"	
17		<i>Sisymbrium erysimoides</i>	Smooth Mustard		#	"	
18	Cactaceae	<i>Opuntia stricta</i>	Common Prickly Pear			"	
19	Caesalpinaceae	<i>Senna artemisioides zygophylla</i>	Punty Bush	"		"	
20	Casuarinaceae	<i>Casuarina cristata</i>	Belah	"		"	
21		<i>Casuarina glauca</i>	Swamp Oak			"	
22	Chenopodiaceae						
23		<i>Arthrocnemum halocnemoides</i>	Grey Samphire			"	
24		<i>Atriplex</i>	Bladder Saltbush	"		"	
25		<i>Atriplex numularia</i>	Old Man Saltbush	"		"	
26		<i>Atriplex semibaccata</i>	Creeping Saltbush	"		"	
27		<i>Enchylaena tomentosa</i>	Ruby Saltbush	"		"	
28		<i>Maireana brevifolia</i>	Yanga Bush	"		"	
29	Crassulaceae	<i>Crassula helmsii</i>	Swamp Stonecrop	"			
30	Cupressaceae	<i>Callitris glaucophylla</i>	White Cypress Pine	"			
31	Fabaceae	<i>Medicago minima</i>	Small Woolly Burr Medic		#	"	
32		<i>Medicago polymorpha</i>	Burr Medic			"	
33		<i>Swainsona procumbens</i>	Broughton Pea			"	
34	Geraniaceae	<i>Erodium cicutarium</i>	Blue Crowfoot			"	
35	Goodeniaceae	<i>Goodenia heteromera</i>	Spreading Goodenia			"	
36	Lamiaceae	<i>Marrubium vulgare</i>	Horehound	"	#	"	

37	Liliaceae	<i>Asphodelus fistulosus</i>	Onion Weed		#	"
38	Loranthaceae	<i>Amyema quandang</i>	Grey Mistletoe			"
39	Mimosaceae	<i>Acacia colletioides</i>	Wait-a-while/Spine Bush	"		
40		<i>Acacia homanophylla</i>	Yarran/Gidgee	"		
41		<i>Acacia pendula</i>	Boree/ Weeping Myall	"		"
42		<i>Acacia oswaldii</i>	Miljee	"		"
43		<i>Acacia victoriaea</i>	Prickly Wattle	"		
44	Myoporaceae	<i>Eremophila latrobei</i>	Native Fuchsia			"
45		<i>Eremophila maculata</i>	Spotted Emu Bush			"
46	Myrtaceae	<i>Eucalyptus cornuta</i>	Yate	"		
47		<i>Eucalyptus dumosa</i>	White Malle	"		"
48		<i>Eucalyptus largiflorens</i>	Black Box	"		"
49		<i>Eucalyptus microcarpa</i>	Grey Box	"		
50		<i>Eucalyptus ochroflora</i>	Yapunyah	"		
51		<i>Eucalyptus populnea</i>	Bimble Box	"		
52		<i>Callistemon sp.</i>	Bottlebrush			"
53		<i>Melaleuca adnata</i>	Paper-Bark			"
54	Plantaginaceae	<i>Plantago lanceolata</i>	Ribwort/Plantain			"
55	Poaceae	<i>Avena fatua</i>	Wild Oats		#	"
56		<i>Bromus rubens</i>	Red Brome			"
57		<i>Danthonia sp.</i>	Wallaby Grass			"
58		<i>Hordeum glaucum</i>	Barley Grass			"
59		<i>Lolium perenne</i>	Rye Grass			"
60		<i>Phragmites australis</i>	Common Reed/Cane grass	"		"
61		<i>Stipa scabra</i>	Rough Speargrass			"
62		<i>Stipa variabilis</i>	Variable Speargrass			"
63	Proteaceae	<i>Hakea leucoptera</i>	Needlewood	"		
64	Ranunculaceae	<i>Clematis microphylla</i>	Small-leaf Clematis			"
65	Santalaceae	<i>Santalum acuminatum</i>	Quandong	"		
66	Sapindaceae	<i>Dodonaea attenuata</i>	Narrow-leaf Hopbush	"		
67	Sterculiaceae	<i>Brachychiton populnea</i>	Kurrajong	"		"
68	Solanaceae	<i>Lycium ferocissimum</i>	African Boxthorn	"	#	"
69		<i>Solanum elaeagnifolium</i>	Silver-leaf Nightshade	"	#	"
70	Zygophyllaceae	<i>Zygophyllum glaucum</i>	Pale Twinleaf	"		"
71						

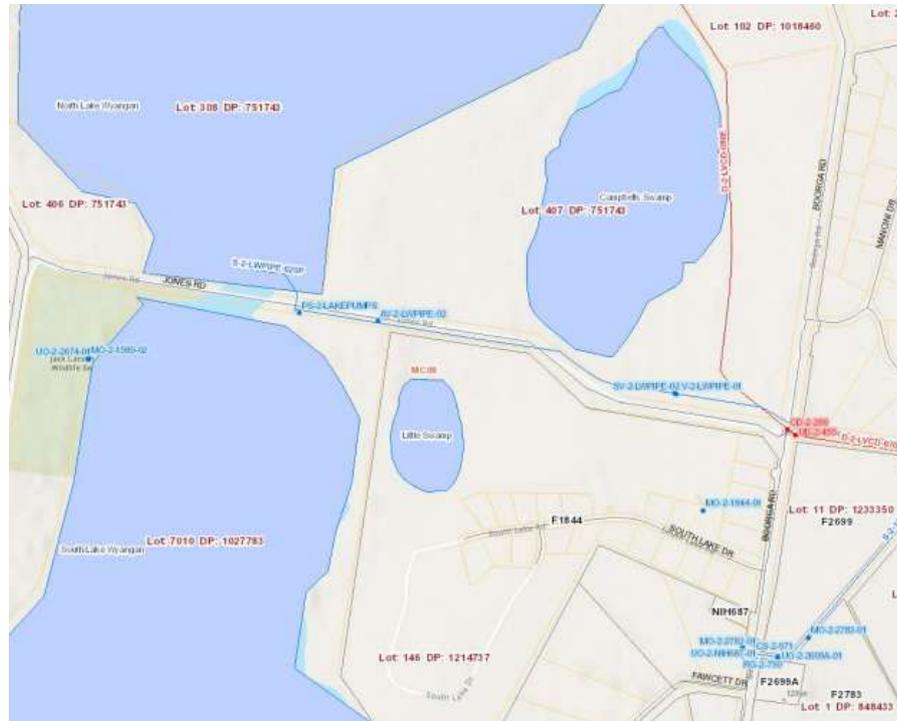
ANNEXURE 5 – MAP – NORTH LAKE WYANGAN DRAINAGE INLETS



ANNEXURE 6 – MAP – JACK CARSON WILDLIFE RESERVE DRAINAGE INLETS



ANNEXURE 7 – EXTRACT OF MI AREAS OF OPERATIONS INFRASTRUCTURE MAPPING





Department of Planning, Housing and Infrastructure

Our ref: DOC24/116614

Amanda Vardanega
Corporate Property Officer & Native Title Coordinator
Griffith City Council
PO Box 485
GRIFFITH NSW 2680

via email:
cc: admin@griffith.nsw.gov.au

10 September 2024

Subject: Griffith City Council draft Plan of Management – Lake Wyangan Crown Reserves 159017 & 1002998.

Approval to progress to public exhibition and Minister's consent to adopt.

Dear Ms Vardanega

Thank you for submitting the draft Plan of Management (PoM) for Lake Wyangan on 31 May 2024.

I have reviewed the draft PoM and support it being placed on public exhibition after the following change:

- ①
- Insert the word "Crown" into the the sentence under Direction of Funds on page 27 to read: *Any income produced from the Reserves, i.e as per the approved Tenure, will be distributed to manage either these lands or other community Crown land in a fashion determined by Council.* ✓

Council should conduct a final review of the document to ensure all legislation referenced is currently in force, departmental names are up to date, and spelling, grammar and formatting is correct and consistent.

- ②
- Subject to no changes following public exhibition, as a delegate for the Minister for Lands and Property, I consent to council to adopt the PoM under clause 70B of the Crown Land Management Regulation 2018.

If the PoM is amended after public exhibition (except for minor editorial and formatting changes), council must resubmit the draft PoM for Minister's consent to adopt. With the amended PoM, please provide the following documents:

- a table of PoM amendments or tracked changes.
- summary report of submissions from public exhibition (if any)
- council reports on the proposed adoption (if any)

If there are no amendments to the PoM, please provide a copy of the adopted PoM. All documents must be sent to _____

Please remember, an adopted PoM authorises the lawful use and occupation of Crown land. Council must ensure that any activities planned on the reserve are expressly authorised in the adopted PoM and native title obligations are met.

If you have any further questions or need assistance, please contact the Reserves Programs Team at _____

Yours sincerely,

6 Stewart Avenue, Newcastle NSW 2302
PO Box 2185 Dangar NSW 2309

reservemanager.crownland.nsw.gov.au

Department of Planning, Housing and Infrastructure



✓

Paula Sanchez
A/Manager, Reserves Programs
Department of Planning, Housing and Infrastructure – Crown Lands and Public Spaces