

Wybong Action Group

From: J [shewanj@bluemaxx.com.au]
Sent: Saturday, 22 March 2008 2:18 AM
To: 'council@muswellbrook.nsw.gov.au'
Subject: OBJECTION TO DA57 of 2008 MGA MUSWELLBROOK VILLAGE

740 Ridgeland Road
Manobalai NSW 2333
22 March 2008

Muswellbrook Council
New England Highway
Muswellbrook NSW 2333

Re: Proposed Development of MGA Muswellbrook Village (DA57 of 2008)

Dear Council,

I wish to lodge an objection to approval of the MGA Muswellbrook Village (DA57 of 2008) as proposed for the following reasons:

1. **The proposal does not adequately address considerations of increased emissions of offensive odours from the Sewage Treatment Works into the adjacent residential areas of South Muswellbrook and in particular property located on Skellatar Stock Route, Dalwood Place, Wollombi Road, Clarence Place, Tocal Way, Tamar Way, Rose Way, Valley Way, Glenbawn Place, Jersey Place, Tobruk Avenue, Coral Street, Reef Way, Pacific Way and Tarakan Avenue.**
2. The proposal does not adequately consider or address considerations of the proposals impact, on inadequate existing roadway and pedestrian infrastructure, of markedly increased private traffic and pedestrian movements generated by the proposal to/from the site entering and egressing via Ironbark Road.
3. The proposal considers that all significant traffic movements will be dedicated bus movements occurring only at times coincident with external workplace shift changes.
4. The proposal does not acknowledge any increase in private traffic movements by site residents at external workplace shift change times or at any other time to/from the site for any purposes.
5. The proposal does not consider or acknowledge any pedestrian traffic movements to/from the site by site residents at any time for any purpose.
6. The proposal assumes that all site residents will take all meals on site and that no meal related pedestrian or traffic movements to/from the site will take place.
7. The proposal assumes that all site residents will take recreation on site and that no recreation related pedestrian or traffic movements to/from the site will take place.
8. **The proposal does not consider traffic movements or the impact of increased traffic at/on:**
 - i. **The dangerous narrow, unkerbed, unlaned, uncontrolled intersection of Skellatar Stock Route and Denman Road/Sydney Street**
 - ii. **The dangerous narrow, unkerbed, unlaned, unpathed Skellatar Stock Route**
 - iii. **The safety of pedestrians accessing St James Primary School**
 - iv. **The dangerous intersection of Ironbark Road and Adams Street**
 - v. **The narrow intersection of Ironbark Road and the St Marys (Skellatar) Estate Access Road**
 - vi. **The uncontrolled intersection of Ironbark Road and Rutherford Road**

- vii. **The dangerous uncontrolled intersection of Thompson Street and the New England Highway**
 - viii. **The dangerous uncontrolled intersection of Rutherford Road and the New England Highway**
 - ix. **The impact of traffic accessing the through roads of St Marys (Skellatar) Estate to access MacDonalds or Sharahs Family Store, effect on residential amenity or pedestrian safety therein.**
9. **The proposal does not consider any additional pedestrian movements or the impact of increased pedestrian traffic or the safety thereof:**
- i. **Along Sydney Street and at its various intersections including the dangerous narrow, unkerbed, unlaned, uncontrolled, unpathed intersection of Skellatar Stock Route with Denman Road/Sydney Street and the intersection of Sydney Street with the New England Highway to CBD.**
 - ii. **Along the dangerous narrow, unkerbed, unlaned, unpathed Skellatar Stock Route, Ironbark Road and Rutherford Road to the South Muswellbrook CBD.**
 - iii. **At St James Primary School.**
 - iv. **Along the dangerous narrow, unkerbed, unlaned, unpathed Skellatar Stock Route and via St Marys (Skellatar) Estate to MacDonalds and the South Muswellbrook CBD.**
 - v. **The dangerous, uncontrolled intersection of Lorne Street with the New England Highway to CBD.**
 - vi. **Via the unpathed Wollombi Park and unpathed Wollombi Road, unpathed Tindale Street and unpathed Lorne Street to Sharahs Family Store, Lorne Street, CBD and the South Muswellbrook CBD.**
10. The proposal does not consider the provision of major vehicular egress ONLY via the Industrial Estate and Mitchell Line Road.
11. Only 203 car spaces of the 403 proposed are proposed to be sealed. All car spaces should be sealed or treated in such manner so as to prevent dust and contamination of water runoff.
12. The proposal does not properly take into account the operational status of Muswellbrook Hospital (NO RESIDENT DOCTORS, NO RESIDENT SURGEON, LIMITED EMERGENCY SERVICE) or the existing overload on the existing private medical practice where an appointment MUST be made WEEKS in advance to see a doctor or a casual duty doctor may only be seen after several hours delay unless he is called to attend the Hospital in which case no doctor is available on that day.
13. More suitable locations for a demountable mobile workers village could be the former Multicon Village site on Muscle Creek Road or 'Gyarran' property or 'Brookbank' property or Pinaroo Caravan Park or adjacent properties with access fronting the New England Highway at East Muswellbrook, a further stage of the new Queen Street subdivision or mine owned property at Wybong closer to (and with a wonderful view of) the proposed mines.
14. The proposal is speculative, co-dependent on commencement of a number of uncommenced mines and assumptive of 100% patronage by associated mine workers.
15. Should the proposed development proceed conditions should be attached that require the developer to, coincident with development progressing beyond Stage 3, to:
- i. Ameliorate increased offensive odour emission from the Sewage Treatment Works into the adjacent residential areas of South Muswellbrook and in particular property located on Skellatar Stock Route, Dalwood Place, Wollombi Road, Clarence Place, Tocal Way, Tamar Way, Rose Way, Valley Way, Glenbawn Place, Jersey Place, Tobruk Avenue, Coral Street, Reef Way, Pacific Way and Tarakan Avenue.
 - ii. Upgrade Skellatar Stock Route/Ironbark Road to full width with kerbing, pathways and drainage.

- iii. Upgrade the intersection of Skellatar Stock Route and Denman Road/Sydney Street to a traffic light controlled intersection with turning lanes.
- iv. Construct pathways through Wollombi Park and along Wollombi Road, Tindale Road and Lorne Street.
- v. Construct pathways through St Marys (Skellatar) Estate, Kamilaroi Street and Cassidy Street and/ or the unformed section of Skellatar Stock Route behind homes in McClintock Drive.
- vi. Improve pathway lighting where existing pathway security lighting is inadequate.
- vii. Widening the roundabout at the intersection of Skellatar Stock Route, Ironbark Road and St Marys (Skellatar) Estate access road.
- viii. Improve the intersection of Ironbark Road and Rutherford Road by providing marked turning lanes or a roundabout at that intersection
- ix. Contribute to pedestrian and traffic safety improvements at the intersections of:
 - 1. Lorne Street and New England Highway
 - 2. Thompson Street and New England Highway
 - 3. Rutherford Road and New England Highway.

Yours Sincerely,
John Shewan

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