

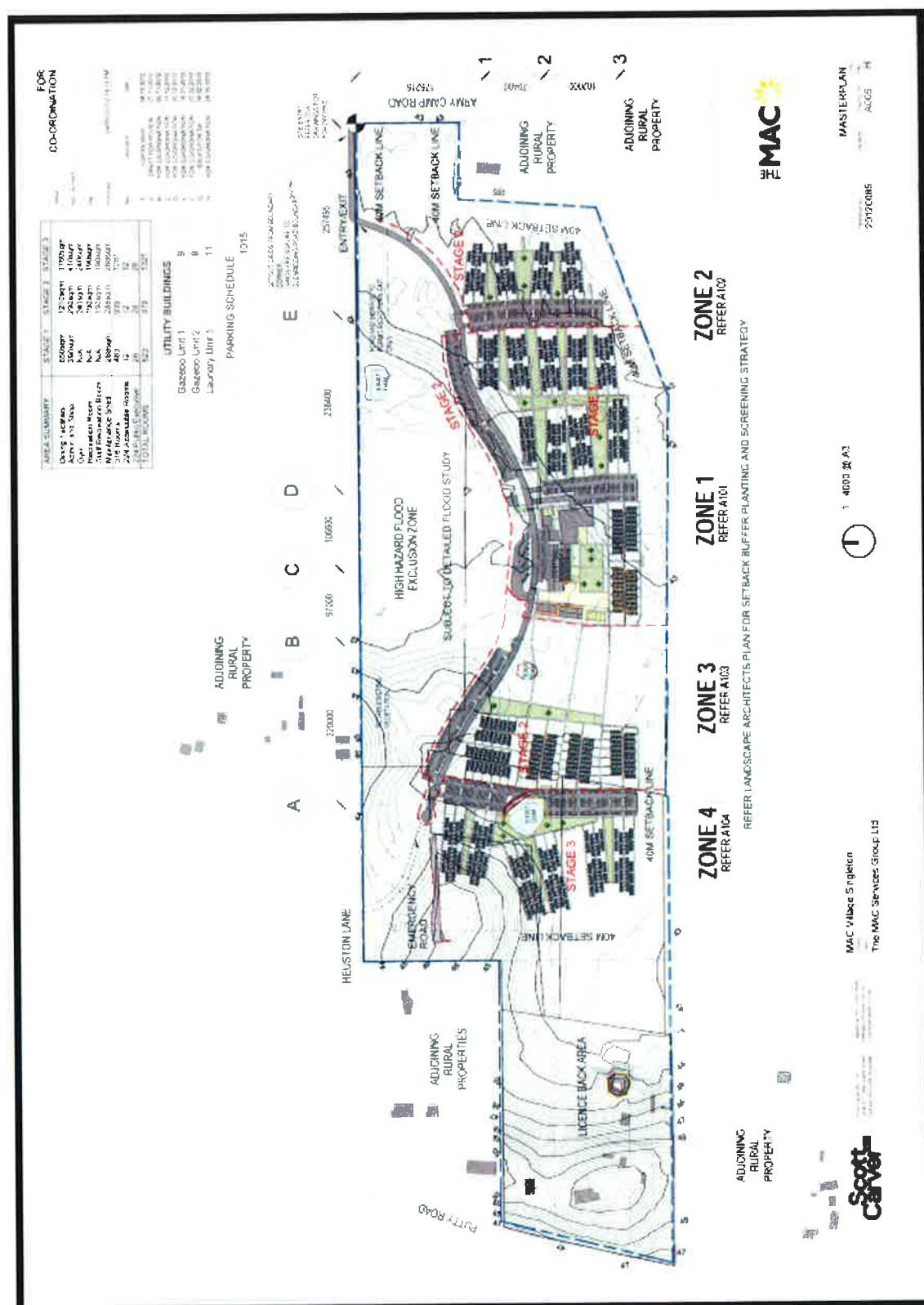
APPENDIX A – Reasons for refusal

1. The proposed development is prohibited within the 1(a) (Rural Zone) of *Singleton Local Environmental Plan 1996* as it is characterised as a boarding house.
2. The proposed development is not consistent with the objectives of the 1(a)(Rural Zone) contained in *Singleton Local Environmental Plan 1996*. In particular:
 - (a) The development has not demonstrated that it will protect and conserve agricultural land and encourage continuing viable and sustainable agricultural land use;
 - (b) The development does not promote the protection and preservation of natural ecological systems and processes;
 - (c) The development does not maintain the scenic amenity and landscape quality of the area;
 - (d) The development does not provide for the proper and co-ordinated use of rivers and water catchment areas,
3. The proposed development is prohibited within the RU1 – Primary Production zone of *Singleton Local Environmental Plan 2013* as it is characterised as a tourist and visitor accommodation.
4. The proposed development will have an adverse impact on the landscape and visual amenity of the locality and the proposed landscaping will not be effective in minimising those impacts.
5. The proposed landscaping will have an adverse impact on the landscape and visual amenity of the locality.
6. The proposed development does not have a suitable evacuation route in case of flooding.
7. The proposed development is not consistent with the aims of *State Environmental Planning Policy (Rural Lands) 2008*. In particular:
 - (a) The proposed development does not facilitate the orderly and economic use and development of rural lands for rural and related purposes;
 - (b) The proposed development does not implement measures designed to reduce land use conflicts.
8. The proposed development is not consistent with the rural planning principals of *State Environmental Planning Policy (Rural Lands) 2008*. In particular:
 - (a) The development does not promote and protect opportunities for current and potential productive and sustainable economic activities in rural areas;
 - (b) The development does not recognise the importance of rural lands and agriculture and the changing nature of agriculture and of trends, demands and issues in agriculture in the area, region or State;
 - (c) The development does not recognise the significance of rural land uses to the State and rural communities, including the social and economic benefits of rural land use and development;
 - (d) The development does not balance the social, economic and environmental interests of the community;
 - (e) The development does not maintain biodiversity, protection of native vegetation, recognise the importance of water resources and avoid constrained land;

- (f) The development does not recognise or preserve the existing opportunities for rural lifestyle, settlement and housing and the contributions it makes to the social and economic welfare of rural communities;
 - (g) The development is not consistent with the Singleton Land Use Strategy 2008 ensuring consistency with any applicable regional strategy of the Department of Planning or any applicable local strategy endorsed by the Director-General.
9. The subject site is not suitable for the proposed development given in particular:
- (a) The site is located within a low density rural area and the proposed development is not compatible with the surrounding landscape, traditional built form or density;
 - (b) The site is identified as flood prone land;
 - (c) A suitable evacuation route, in case of flooding, is not available
 - (d) The site has the potential to contain Aboriginal sites that could be impacted upon;
 - (e) The site is Class 3 agricultural land and the proposed development will sterilise the site and fragment the surrounding agricultural land;
 - (f) The site is visually constrained and has limited natural screening opportunities;
 - (g) The site's location in a rural locality away from the developed urban area will result in significant light spillage and sky glow.
 - (h) There is a lack of certainty presented in the application that appropriate provisions of water and sewer can be achieved given the reliance on obtaining easements or agreements with private land owners.
10. The proposed development does not comply with the Singleton Development Control Plan 2012. In particular the development does not provide sufficient parking in accordance with the requirements of the parking and access provisions.
11. The applicant has submitted inadequate information in support of the development application. In particular:
- (a) The applicant has not provided sufficient information to enable an assessment in accordance with the requirements of clause 7(1)(b)(c) and 7(3) of *State Environmental Planning Policy No 55 – Remediation of Land*;
 - (b) The acoustic assessment is inadequate and does not demonstrate if the proposed development will have an acoustic impact in the locality and how the proposed development will mitigate these impacts;
 - (c) The acoustic assessment does not adequately address the noise impacts of the adjoining agricultural uses on the proposed development;
 - (d) The flood study is insufficient to enable Council to adequately determine the impacts that flooding will have on the proposed development;
 - (e) The flood study is insufficient to enable Council to adequately determine the impacts that the proposed development will have on flooding in the locality;
 - (f) The applicant has not demonstrated the likely impacts of the proposed development on Aboriginal cultural heritage;

- (g) The traffic assessment is inadequate and has not considered in particular the impact of the proposed development on the local road network;
- (h) No information has been provided by the applicant as to how the proposed development will provide a dedicated fire fighting water supply;
- (i) The waste management plan does not provide detailed information about the storage locations of waste, how often the site will be serviced by a waste collection service or where garbage and recycling will be collected from on-site;
- (j) The information provided by the applicant is not sufficient to allow for an assessment of the proposed development's compliance with safety by design requirements of Crime Prevention Through Environmental Design and Safer by Design.
- (k) The socio economic impact assessment makes a number of assumptions that are not substantiated and as a result the assessment is inadequate;
- (l) Inadequate detail with regards to an acceptable stormwater drainage solution has been provided;
- (m) Inadequate detail has been provided concerning the location and number of lights to be provided on the site.
- (n) Sufficient detail regarding the extent of earthworks proposed has not been provided;

APPENDIX B – Development plans



GENERAL NOTES:

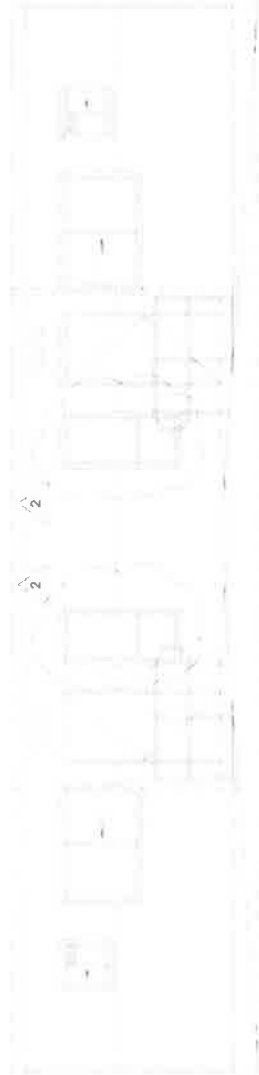
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OUTLINE OF JAWING TO
BE INSTALLED ON SITE

WALL CLADDING 2 (WC2)
COLORBOND CORNER STRIP

WALL CLADDING 1 (WC1)
TIMBER RICK PLATE TO
MATCH ROOF

LINE OF CONCRETE PATH



FFL

01 - FRONT ELEVATION



02 - REAR ELEVATION

01	ISSUE FOR INFORMATION	APR 2014
02	ISSUE FOR INFORMATION	APR 2014
03	ISSUE FOR INFORMATION	APR 2014

MAC

THE MAC
224 DIS. BUILDING

224 (DISABLED) BUILDING
ELEVATIONS

PROJECT	224 DIS. BUILDING
DATE	2014
BY	MAC
CHECKED BY	MAC
APPROVED BY	MAC
SCALE	1:100
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REV.	02

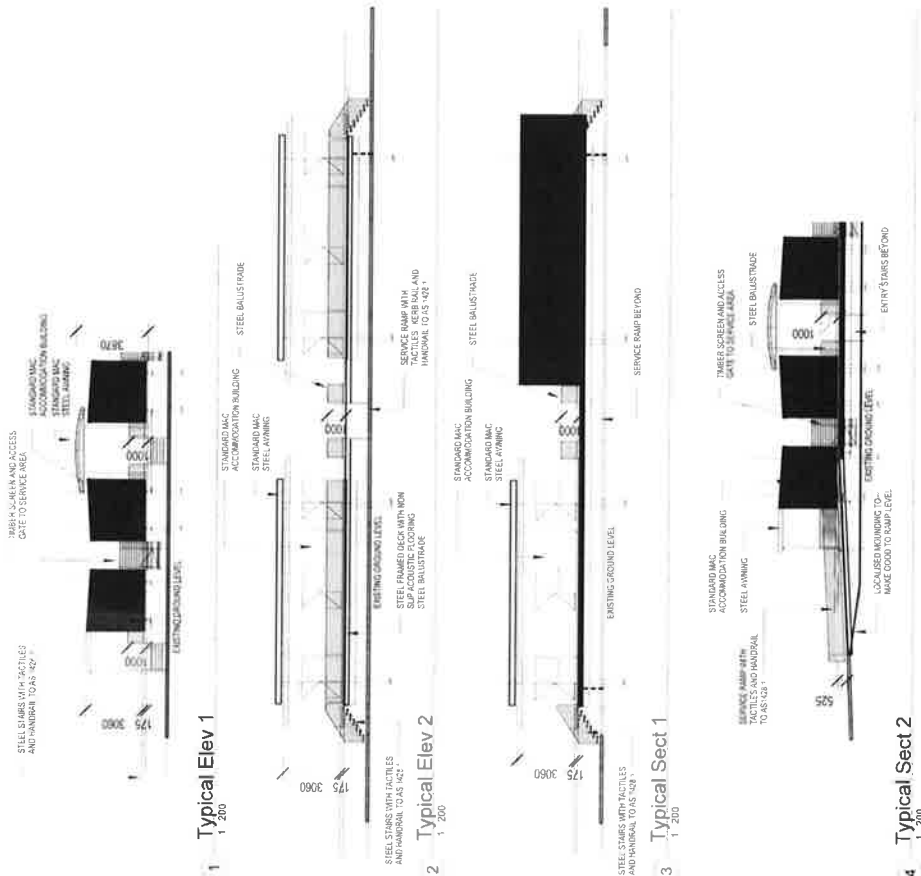
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Date: 14/03/2014



LEGEND

REFER ARCHITECTURAL FINISHES
SCHEDULE FOR TYPE AND FURTHER
DETAILS

AW AWNING
GAZ GAZERO
LDY LAUNDRY
SCR SCREEN
STR STAIR
CON CONCRETE
LSC LANDSCAPE
FEN FENCE
FHR FIRE HOSE REEL
FHT FIRE HYDRANT
SUB SUBSTATION
FNC FENCE
ACC ACCESSIBLE
BAL BALUSTRADE
HRL HANDRAIL
RWT RAIN WATER TANK
ACU AIR CONDITIONING UNIT
BOL BOLLARD
WST WHEEL STOP



ELEVATED ROOMS - Typical Elevation

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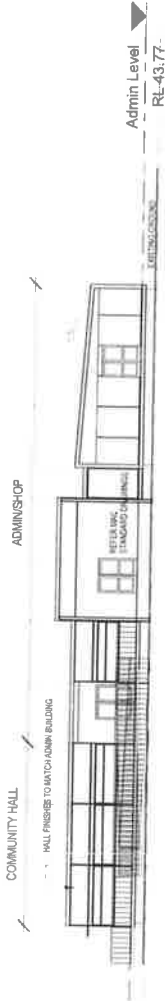
MAC Village Singleton

The MAC Services Group Ltd



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2 GSA - Elevation 03
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MAC Village Singleton
 The MAC Services Group Ltd

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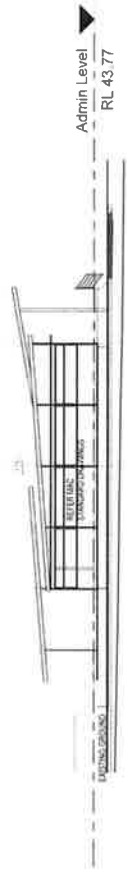


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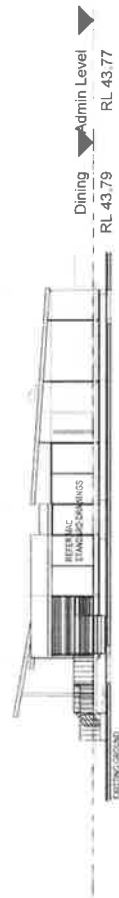
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Client: GSA/CFB - CA

Date: 28.12.2013



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CFB - Admin Elevations 02
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The MAC Services Group Ltd

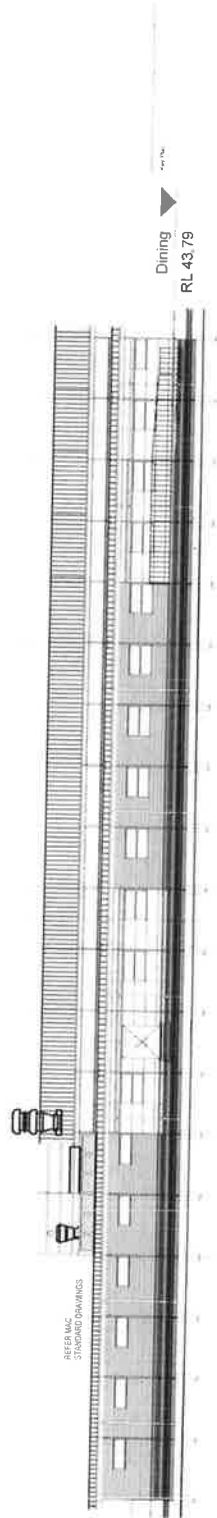
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Scott Carver

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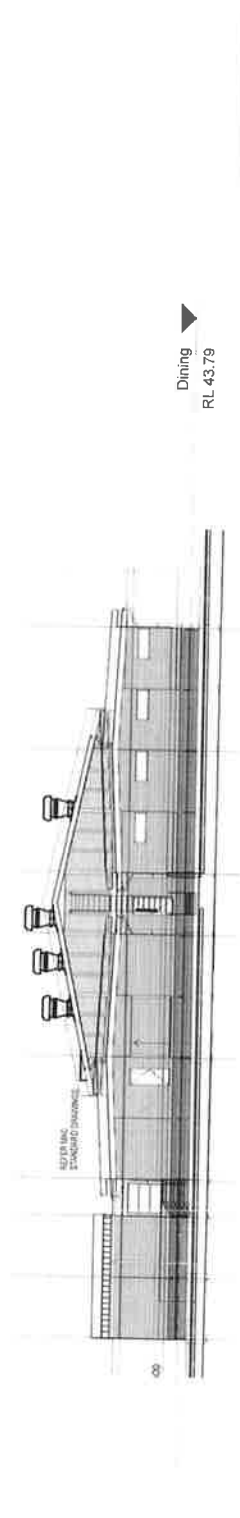
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MAC Village Singleton
 The MAC Services Group Ltd



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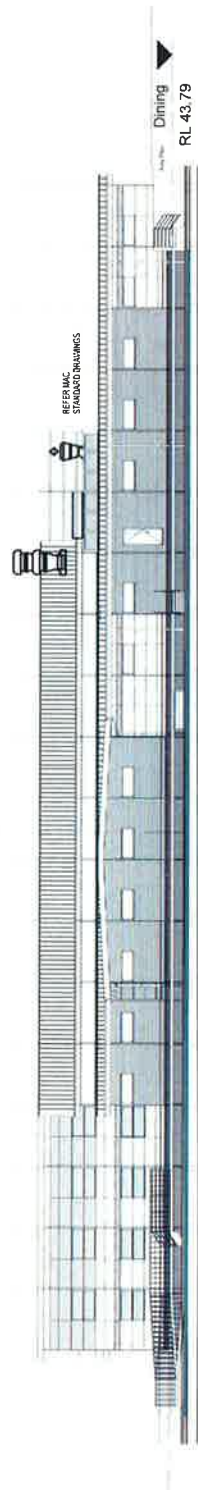
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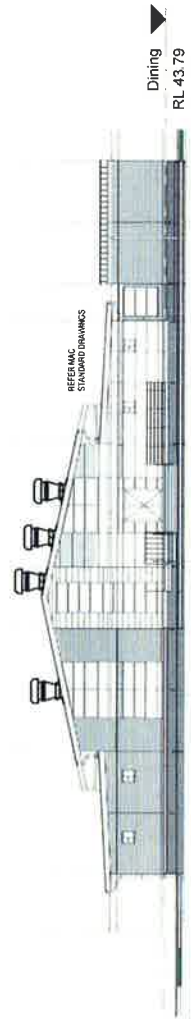
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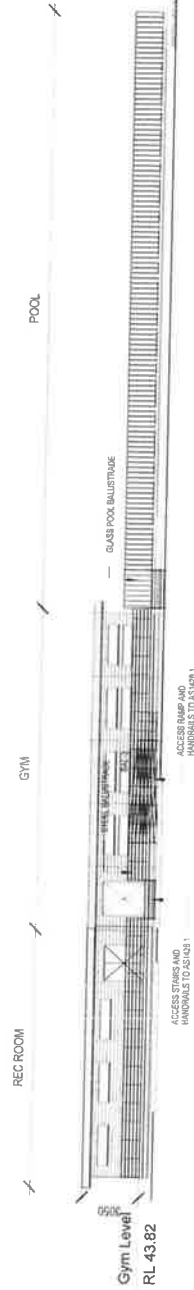
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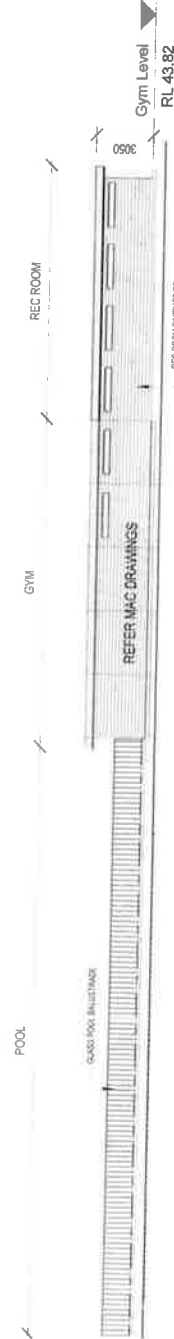
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FOR APPROVAL

Project Name: CFB - Gym Elevations 01
 Client: The MAC Services Group Ltd
 Date: 14/05/2015
 Drawn By: [Signature]
 Checked By: [Signature]
 Scale: 1:200



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 1 200



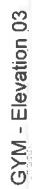
2 GYM - Elevation 02
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CFB - Gym Elevations 01
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MAC Village Singleton
 The MAC Services Group Ltd

Scott
 Carter

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**Scott
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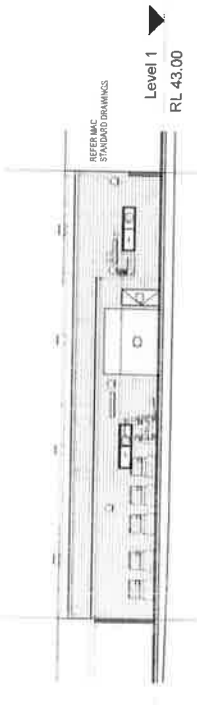
MAC Village Singleton
The MAC Services Group Ltd

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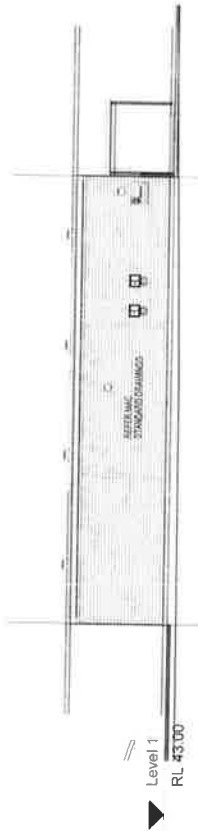
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FOR APPROVAL

Drawn By	20120085
Check By	20120085
Project No	20120085
Sheet No	185
Date	18.02.2019



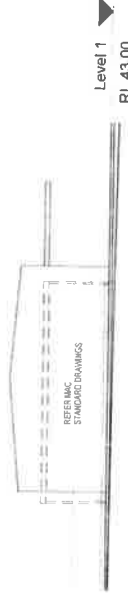
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1:200



3 SHED - Elevation 03
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4 SHED - Elevation 04
1:200



2 SHED - Elevation 02
1:200



MAC Village Singleton
The MAC Services Group Ltd

CFB - Maintenance Elevations
20120085
A185 A

APPENDIX C – External referral comments



Transport
Roads & Maritime
Services

23 May 2013

SF2013/022829
CR2013/002057
MJ

General Manager
Singleton Council
DX 7063
SINGLETON

RECEIVED

24 MAY 2013

SINGLETON COUNCIL

Attention: Ms Alison Clark

**PUTTY ROAD (MR128): PROPOSED TEMPORARY ACCOMMODATION VILLAGE AND
ANCILLARY BUILDINGS, LOT 60 DP 871167, 319 PUTTY ROAD, GLENRIDDING (DA 40/2013)**

Dear Ms Clark

I refer to your letter dated 18 March 2013 regarding the subject development, forwarded to Roads and Maritime Services (RMS) for comment. Please accept my apologies for the delay in responding.

RMS Responsibilities and Obligations

Transport for NSW and RMS primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, RMS has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Putty Road is a classified (Regional) road. RMS concurrence is required for connections to this road with Council consent, under Section 138 of the Act. Council is the roads authority for this road and all other public roads in the area.

In accordance with *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) Clause 104, RMS is given the opportunity to review and provide comment on the subject development application as it meets the requirements under Schedule 3.

RMS Response and Requirements

RMS has reviewed the information provided and has no objections to the proposed development provided the following matters are addressed and included in Council's conditions of development consent:

Roads & Maritime Services

59 Darby Street, Newcastle NSW 2300 | Locked Bag 2030 Newcastle NSW 2300 DX7813 Newcastle
T 02 4924 0688 | F 02 4924 0342 | E Ashish.Tamhane@rms.nsw.gov.au www.rmsservices.nsw.gov.au | 13 22 13

- A CHR / AUL Type intersection shall be provided at the intersection of the Putty Road and Carrington Street. The intersection shall be designed and constructed in accordance with the *Austroads Guide to Road Design 2009* (with RMS supplements) to the satisfaction of RMS and Council. The design plans shall be submitted to RMS for review and acceptance prior to the commencement of any works on site.
- All vehicular access to the site from the Putty Road shall be via the intersection of the Putty Road and Carrington Street.
- No vehicular access to the site from the Putty Road shall be permitted via Heuston Lane except in an emergency situation.
- Prior to the commencement of any works after Stage 1 (298 rooms), of the development, a revised Traffic Impact Assessment (TIA) shall be undertaken to confirm the assumption that the transport of workers / groups between the village and works sites will be undertaken by bus transport. The TIA shall be submitted to RMS for review and acceptance prior to the commencement of any works after Stage 1 (298 rooms).
- A Construction Traffic Management Plan (CTMP) shall be prepared which details the management of light and heavy vehicle movements associated with the project during the construction phase of the development, including the transportation to the site of the building modules. The CTMP shall specifically address the movement of the building modules to the site, the management of construction traffic and any restrictions to the hours of heavy vehicle movements to avoid road use conflicts. The CTMP shall be submitted to RMS and Council for acceptance prior to commencement of any works.

Additionally, RMS would require a Construction Traffic Management Plan (CTMP) to be prepared which details the management of light and heavy vehicle movements associated with the decommissioning of the proposed village at the end of its lifespan prior to any decommissioning occurring. The CTMP would be submitted to RMS and Council for acceptance prior to commencement of any decommissioning works.

Advice to Council

- RMS has no proposal that requires any part of the property.
- All matters relating to local road upgrades, the internal arrangements on-site such as car / bus parking, traffic / cyclist / pedestrian management, manoeuvring of service vehicles and provision for people with disabilities are matters for Council to determine.
- Council should ensure that the applicant is aware of the potential for road traffic noise to impact on development on the site. In this regard, the developer, not RMS, is responsible for providing noise attenuation measures in accordance with the Department of Environment, Climate Change and Water's *NSW Road Noise Policy 2011*, should the applicant seek assistance at a later date.

Where the Office of Environment and Heritage external noise criteria would not feasibly or reasonably be met RMS recommends that Council apply internal noise objectives for all habitable rooms under ventilated conditions that comply with the Building Code of Australia.

On Council's determination of this matter, it would be appreciated if a copy of the Notice of Determination is forwarded to RMS for record and / or action purposes.

Should you require further advice please contact me on (02) 4924 0688.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ash Tamhane', with a horizontal line extending to the right.

Ash Tamhane
A/Manager Land Use
Hunter Region



NSW Police Force
www.police.nsw.gov.au

Singleton Council
PO Box 314
Singleton . NSW 2330

Attention: Alison Clarke
Town Planner.

**RE: Development Application No. DA40/2013 – Temporary Accommodation
Village and Ancillary Buildings.**

Property: Lot 60 DP: 871167 – 319 Putty Road, Glenridding.

Dear Alison,

A copy of the D. A. plans and a statement of environmental effects were forwarded to
Hunter Valley Police for comment on the proposed development.

In April, 2001 the NSW Minister for Planning introduced Crime Prevention
Guidelines to Section 79C of the Environment Planning and Assessment Act, 1979.
These guidelines require consent authorities to ensure that development provides
safety and security to users and the community. 'If a development presents a crime
risk, the guidelines can be used to justify modification of the development to
minimise crime risk, or, refusal of the development on the grounds that crime risk
cannot be appropriately minimised.'

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) is a crime prevention
strategy that focuses on the planning, design and structure of cities and
neighbourhoods. It reduces opportunities for crime by using design and place
management principles that reduce the likelihood of essential crime ingredients from
intersecting in time and space.

Hunter Valley Local Area Command

Muswellbrook Police Station

25 William Street, Muswellbrook NSW 2333

Telephone 02 6542 6910 facsimile 02 6542 6911 ERef 61910 EFax 61911 TTY 02 9211 3776 Warning: Scams - beware!

Mail at 61910

NSW POLICE FORCE RECRUITING NOW 1800 222 122

WWW.POLICE.NSW.GOV.AU/RECRUITMENT

Predatory offenders often make cost-benefit assessments of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- Maximize risk to offenders (increasing the likelihood of detection, challenge and apprehension).
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime)
- Minimise the actual and perceived benefits of crime (removing, minimizing or concealing crime attractors and rewards) and
- Minimise excuse making opportunities (removing conditions that encourage/facilitate rationalization of inappropriate behaviour)

The proposed development is to establish a relocatable home hostel site in comprising of up to 1,501 units. This will occur through developing the site and constructing the buildings in a proposed 5 stages. Depending on the demand for the accommodation will dictate how each stage progresses. The units are to be utilised by shift workers at local mine sites and the industrial businesses. The construction of recreational buildings, swimming pool and other facilities are proposed.

The proposed site is approx. 43 hectares of currently rural, undeveloped land on the Putty Road, Glendenning, approximately 3 kilometres south of Singleton.

Access to and from the development is via Heuston Lane from Army Camp Road or Putty Road. This lane is a dirt road and it is proposed to upgrade. It is proposed that all vehicle movement will be via Army Camp Road and not Putty Road.

I have perused the plans and documents supplied by Muswellbrook Shire Council. I have addressed a number of categories as follows:-

Surveillance

Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting. *Natural surveillance* is a by-product of well-planned, well-designed and well-used space. *Technical/mechanical Surveillance* is achieved through mechanical/electronic measures such as CCTV, help points and mirrored building panels. *Technical/mechanical surveillance* is commonly used as a 'patch' to supervise isolated, higher risk locations. *Formal (or Organised) Surveillance* is achieved through the tactical positioning of guardians. An example would be the use of on-site supervisors at higher risk locations.

General Comments in Design for Surveillance:

- The placement of car parks in between the units will be provide natural surveillance with people moving through them to get to the facilities, however the car parks on the boundaries will not benefit with this movement as much. This may be enhanced by CCTV surveillance if a problem is identified with stealing from motor vehicles.
- There is some natural surveillance provided from the units into the car parks, and gardens/vegetation should be of a type that does not restrict a clear view. The thicker the vegetation is this provides hiding or concealments spots, which adds to the comfort of potential offenders.
- The car parks are orientated towards the units allowing for good site lines.
- The plans show organised activities which will increase the natural surveillance and movement in and around the site.

Recommended Conditions of consent:

- As a safety consideration the vegetation such as shrubs should not provide easy concealment and on matures trees the lower limb should be about the average head height. If an offender feels that they can be seen it may reduce the likelihood of crime being committed. Gardens should strike a balance between aesthetics and safety.
- Keep vegetation around car park low and maintained, to preserve good site lines of vehicles parked there.
- CCTV should be of high resolution for any chance of identifying offenders and placed where natural or supervised surveillance is absent.
- As stated in the plans the use of security patrols, if required.

Lighting

There is a proven correlation between poor lighting, fear of crime, the avoidance of public places and crime opportunity (Painter, 1997). Good lighting can assist in increasing the usage of an area. There is no information with the plans, which were reviewed to indicate the lighting proposals for the development.

General Comments in Design for Lighting:

- Lighting should be designed to the Australian and New Zealand Lighting Standards.

- Australia and New Zealand Lighting Standard 1158.1 – Pedestrian, requires lighting engineers and designers to consider crime risk and fear when selecting lamps and lighting levels.

Recommended Conditions of Consent:

- It is recommended that further information be obtained in regards to the use of lighting, both internally and externally to ensure lighting meets required standards to enhance surveillance opportunities during hours of darkness and the safety of staff and clients.

NB: Consider installing sensor lighting, which is cost effective as it only, activates when movement is detected within the zone.

Territorial Re-enforcement

Criminals rarely commit crime in areas where the risk of detection and challenge are high. People who have guardianship or ownership of areas are more likely to provide effective supervision and to intervene in crime than passing strangers. Effective guardians are often ordinary people who are spatially 'connected' to a place and feel an association with, or responsibility for it. *Territorial Re-enforcement* uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should/not be and what activities are appropriate.

General Comments

Environment maintenance

- Clean and well maintained areas send clear message to define space use.
- Vandalism and graffiti removal plan should be in place
- Well placed garbage bins though out the centre encourages patrons not to litter. Cleaners moving though out the centre provide good surveillance and guardianship of areas.
- Effective signage and directions will provide guidance to visitors/customers in locating main areas and keep them away from restricted areas.
- Signs can also assist in controlling activities and movements throughout the premises.
- There is a statement about using a single, clearly identifiable point of entry in the information provided but little other information to indicate other signage, which might be used in and around the development. Clear universal signs will remove confusion that may result in legitimise exploration, trespassing and excuse making by opportunistic criminals.
- Signage also needs to be provided at entry/exit points and throughout the development to assist users and warn intruders they will be prosecuted.

Access Control

Access control treatments restrict, channel and encourage people and vehicles into, out of and around the development. Way-finding, desire-lines and formal/informal routes are important crime prevention considerations.

Access control is used to increase the time and effort required to commit crime and to increase the risk to criminals. *Natural access control* includes the tactical use of landforms and waterways features, design measures including building configuration; formal and informal pathways, landscaping, fencing and gardens.

Technical/Mechanical access control includes the employment of security hardware and *Formal (or Organised) access control* includes on-site guardians such as employed security officers.

General Comments in Design for Access Control:

- There is little information supplied to indicate the access control treatments in and around the development.

Recommended Conditions of Consent:

- The main entry/exit points should be fitted with Australia and New Zealand Standards – Locksets, which comply with the Building Code of Australia.
- The windows should also be fitted with key operated locksets (Australia and New Zealand Standard – Lock Sets) to restrict unauthorized access to the development.
- Clear prominent signs advising conditions of entry.

General comments regarding the application.

Waste Management –

On the plans provided there is no area identified near the kitchen/dining room or on the site for large waste bins. These should be located near a supervised area and be fitted with a lock to prevent unauthorised access to bin.

Public Transport

Currently there is **no** bus service to the proposed site. There is limited public transport available for clients using the proposed development. During closing times from local license premises there are delays in meeting the demands from patrons. The taxis service currently does not meet the demand during these times. Consideration should be given, if the need is evident, that The MAC Village runs a courtesy bus for clients wishing to access the licensed premises.

External inquiries.

In completing this report, Police have contacted Police from Narrabri, where a Mac Village is already operational. Police at Narrabri stated they very rarely have to attend

the village and that Management runs a good operation. It was stated that The MAC has a strong emphasis on the residence as well as visitors to the site, complying with their code of conduct policy.

Conclusion

The New South Wales Police have a vital interest in ensuring the safety of members of the community and their property. By using the recommendations contained in this evaluation, any person who does so acknowledges that:

1. It is not possible to make areas evaluated by the NSWP absolutely safe for members of the community or their property
2. It is based upon the information provided to the NSWP at the time the evaluation was made,
3. The evaluation is a confidential document and is for use by the consent authority or organizations referred to on page 1 only,
4. The contents of this evaluation are not to be copied or circulated otherwise that for the purposes of the consent authority or organization.

The NSW Police hopes that by using the recommendations contained in this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.

We would like to thank you for the opportunity of inspecting the plans for this development and should you require further information on the subjects mentioned within this report feel free to contact Senior Constable Sheree Gray, Crime Prevention Officer, Hunter Valley LAC, Phone 6542-6999.


S. Gray
Senior Constable
Crime Management Unit
Hunter Valley LAC



Australian Government

Department of Defence

Defence Support Group

ID_EP_ELP_OUT_2013_AF13597419

Ms Alison Clark
Town Planner
Singleton Council
PO Box 314
SINGLETON NSW 2330



Dear Ms Clark

**RE: DA40/2013 – Temporary Accommodation Village and Ancillary Buildings – Lot 60
DP871167, 319 Putty Road Glenridding**

Thank you for referring the above application to the Department of Defence for comment. Defence understands that this application is to construct a temporary accommodation village comprising a total of 1501 rooms and associated infrastructure on a 43 hectare site that is located to the north of the Singleton Military Area (SMA).

The SMA is a significant Defence asset that supports the training of Australian Defence Force personnel and units. A wide range of activities are conducted by day and night within the SMA including training in small arms weapons and large calibre indirect fire weapon systems such as rifles, machine gun, grenade and artillery. The SMA is also designed, managed and operated to support RAAF bombing training. As such, the facility is heavily booked and is utilised in excess of 300 days per year for training activities.

Defence is duly concerned to ensure that the long-term viability of SMA is not compromised through inappropriate development on surrounding land and that the assessment of development proposals in the vicinity of the SMA adequately consider and address the presence and impact of Defence activities.

The subject site is located well outside the area affected by Community Annoyance Level (CAL) 115. Should Singleton City Council approve the development application for the temporary accommodation village, Defence requests that the proponent be made aware that the land may be subject to noise and vibration generated by activities at SMA.

The application indicates that proposed access to the site will be from Army Camp Road and works will involve upgrading of the intersection of Army Camp Road and Hueston Lane to enable vehicles to safely enter the site. Army Camp Road is important to Defence as it provides access to the SMA and is a key route-to-work for Defence staff, including for many

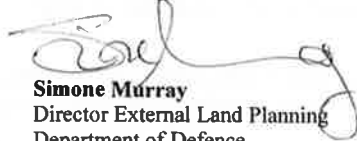
Defending Australia and its National Interests

pedestrians and cyclists accessing SMA. Any upgrade to Army Camp Road will need to consider the nature of Defence traffic, including safety needs and the potential use by heavy vehicles.

Should you wish to discuss the content of this submission further, please contact Mr Tim Hogan, on (02) 6266 8540, or by email at lpsi.directorate@defence.gov.au.

Please also note that I have recently been appointed as the Director of External Land Planning and my contact details are provided in the signature block below.

Yours sincerely



Simone Murray
Director External Land Planning
Department of Defence
BP26-1-A052
Brindbella Park
CANBERRA ACT 2602

17 April 2013

CC DS NNSW
SADO SMA



Australian Government
Department of Defence
Defence Support Group

ID_EP_ELP_OUT_2013_AF13793687

Ms Alison Clark
Town Planner
Singleton Council
PO Box 314
SINGLETON NSW 2330



Dear Ms Clark

**RE: DA40/2013 – Temporary Accommodation Village and Ancillary Buildings – Lot 60
DP871167, 319 Putty Road Glenridding**

Thank you for referring the above application to the Department of Defence for comment. Defence wishes to provide supplementary advice in addition to previous comments provided on 15 April 2013.

Defence is concerned that the proposed temporary accommodation village site is subject to flooding and the proponent has articulated that they intend to seek access through the Singleton Military Area (SMA) in cases where flooding impacts on the town side of Army Camp Road. Under emergency *Defence Assistance to the Civil Community (DACC)* situations, where major flooding occurs this arrangement would be acceptable to Defence.

However, under minor flooding, which anecdotal evidence suggests is a routine occurrence along Army Camp Road and in and around the Doughboy Creek area, Defence would not be prepared to grant access through the SMA. The key concern for Defence is that in granting public access through Defence land, Defence accepts the transfer of risk to pedestrians / cyclists to on base, with an added risk to soldiers under physical and military training. In addition it would also raise security concerns.

In this instance, Defence will support access through the base for Emergency evacuation needs, but routine ingress and egress in cases of minor flooding would not be supported.

Should you wish to discuss the content of this submission further, please contact Mr Tim Hogan, on (02) 6266 8540, or by email at lpsi.directorate@defence.gov.au.

Yours sincerely



Simone Murray
Director External Land Planning
Department of Defence
BP26-1-A052
Brindbella Park
CANBERRA ACT 2602

30 April 2013

CC DS NNSW
SADFO SMA



29 March 2013

The General Manager
Singleton Council
PO Box 314
SINGLETON NSW 2330
(Sent by fax: 6572 4197)

Attention: Alison Clark – Town Planner

Dear Sir

**RE: DA-40/2013 – TEMPORARY ACCOMMODATION VILLIAGE AND
ANCILLARY BUILDINGS – LOT 60 DP871167 – 319 PUTTY ROAD,
GLENRIDDING**

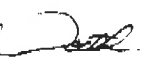
Thank you for your letter dated 18 March 2013 with the above application and relevant accompanying documentation.

It is a very great concern that there does not appear to have been an Aboriginal Archaeological Cultural Heritage Impact Assessment undertaken over this property as one of a necessary report for assessment by the Council and the Office of Environment and Conservation (OEH). This is considering that it is proposed to construct an invasive development on moderately disturbed and previously unsurveyed rural land within a known sensitive Aboriginal cultural landscape.

We would appreciate it if you would discuss this issue with your development applicant and advise the Wanaruah LALC who and when the AACHIA will be undertaken and which archaeologist will be carrying out the work.

Should you wish to discuss this issue, please do not hesitate to contact Suzie Worth or Noel Downs (CEO) at the Land Council on 02 6543 1288.

Kind regards,


Suzie Worth
Indigenous Archaeologist for the
Wanaruah Local Aboriginal Land Council
(Mobile: 0427 102 116)



