

Community Workshop Notes

Topic:	LEP19/0002 – Planning Proposal – Morgan, Murray and Forsyth Streets
Date:	12 November 2019
Location	Wagga Wagga Council Meeting Room
Purpose:	<p>Provide an opportunity for interested community members and the proponents to engage and discuss key issues.</p> <p>The community workshop is separate to and in addition to the public hearing for the reclassification of Council owned land.</p>

1. Introduction

Who: Michael Keys, Director Regional Activation

Description: Introduction to the workshop.

2. Council summary

Who: Adriaan Stander, Co-ordinator Strategic Planning

Description: Provide an overview of Wagga population, growth and strategies. Summary of the proposal and process.

3. Proponent summary

Who: Garry Salvestro and Glenn Ollerton

Description: Providing further information on proposal and details of the vision and ultimate development.

- Developing a vision, considering what controls apply to the land and review the controls to create more flexibility and innovative design.
- Wagga Wagga is a growing city, where are the opportunities for change and growth
- Evolving strategies developed with the community to accommodate growth, provide better living standards and protect environment.
- Wagga Wagga has consistently grown and will continue to grow. To meet the State targets for growth, sustainability needs to be considered and have a mix of suburban, infill and lifestyle growth, this mix will change over time if we are to become a sustainable city.
- Existing city elements of CSU, Defence, River etc limit the amount of available land that is serviced and constraint free.
- Clarifying elements of the Concept Plan and vision.

4. Community representatives

Who: Margaret Whalan, Chris Roach, Andrew Blake and Jim Doig

Description: Raising key concerns, impacts and questions on height, location, floor space ratio, traffic, parking and open space.

- Not opposed to change and development at 16m. Against increase of height to 35m.
- Increase in residents and commercial and therefore cars.
- Impact to the community is doubled.
- Building height is to complement the streetscape.
- There is no green / open space.
- Height is to protect the adjoining properties and the visibility of the bulk.
- Parking is provided on the wrong side of the site.
- The number of people living and working on the site will be equivalent to the number of people living in The Rock.
- The LEP intends to protect environmentally sensitive areas and provide low impact residential development in high environmental areas.
- 1998 Recreation Plan indicates the lagoon has cultural and recreational values.
- Plan of Management from 2008 & 2013 identifies that Wollundry Lagoon has significant cultural values due to birds present.
- Must protect the lagoon as an iconic space.
- The development could become an asset if it is done sensibly with residents' concerns addressed.
- Could become a showcase for Wagga Wagga and NSW.
- Needs a drop-in centre / park / community centre for physical and mental health.
- No wall to wall high rise towers.
- Make it something to be proud of.
- Want to see how this fit into the future vision for central Wagga Wagga and the revitalisation of Baylis Street.
- Development is better suited to Baylis / Peter Street area.
- Height & floor space ratio changes will have huge impacts on amount of floor space.
- 8 Storeys will fit in 25m height limit, why 35 metres.

Question: Where will the additional 35,000 people be coming from and where will the jobs be when they arrive?

- Ensure the growth of the city is sustainable and not rushing people into Wagga Wagga.
- The current height will accommodate more than what is needed.

Question: What is the scale of the height? Indicate what sections will be at what height?

Question: Staging will be piecemeal, is this correct?

Question: Will it be another Mill and how long will construction traffic occur?

- Shadowing stretches to houses in Murray Street.
- Height and density mean extra parking and traffic problems.

Question: How will it be ensured the development matches the concept plan?

- Ensure shadowing will not affect residents in Murray Street.

- Ensure not another long-term building site.
- Ensure height isn't beyond the concept plan.
- Ensure alterations to development applications are not allowed.
- Existing office development has 143 car parks with 113 not available for public access for visitors or staff – only 30 open spaces available for 260 workers in the building, therefore 230 workers are parking on the street, this is 1.2km of cars parked on the street.
- 1,000 new jobs will result from the development and vehicles to the site with 230 cars for residential, 2,133 cars in total in addition to the existing cars for Enexus building.
- If the multi storey car parking is not open access, the total number of open access parking will be reduced.
- Won't be enough parking to accommodate workers and residents.

Question: Will council count the quarantined carparks?

Question: Will council ensure the multi storey car park spaces are made publicly available and not leased out?

Question: Will parking be distributed across the site as required by developments.

- Already current issues for residents who can't have their garbage collected due to cars parked on the street and issues with access to fire hydrants.
- Timed parking and resident permits will move the issue to other surrounding streets.

Question: How can council manage the impact of traffic flow at Morgan / Docker / Bolton intersection?

Question: Will Council widen Morgan Street to be safer and more accessible.

Question: Will Council open up Thorne street and Fox Street to accommodate the extra vehicle movements?

- Floor space ratio of Enexus is 1:1.75, what is the justification for the current FSR to be removed?
- Not against development.
- Sensible and sensitive development considers the needs of the ratepayers and alleviates concerns.

Question: How can you plan for development on land you do not own?

- Wagga Wagga will need more open space as the city grows.
- Any development in the area needs open space on site.
- Appealing and usable open space on site is good design.

Question: Why plan for open space off site on the lagoon? The area is environmental and already busy, kids in this area is dangerous, these facilities need to be provided for on site.

- Make an area of similar size to the community land across from the lagoon as a swap. The area of green space identified on the car park site is essentially a footpath.
- The way of life and wellbeing will be detrimentally affected by the development.
- 35m is just below the height of the current stage of the hospital.
- The changes will act as a precedent.

- Parking problems will get worse.

Question: Where will the 1,000 car parking spaces be provided – show plans.

Question: How many of the 1,000 spaces proposed will be secured?

Question: What will be the number of extra traffic movements on the street as a result of this development?

- Need the central business district master plan to be completed – should this be done before this development drains businesses from the central business district?
- 35m is more appropriate along the central business district streets.

Question: How will the development be staged? Undeveloped stages become eyesores.

- Statements that the development will have minimal impact are not correct.
- Growth should be done in consideration of the community's best interest.

5. Open comments from community

Description: Other attendees invited to provide additional comment. Comments provided on schools, infrastructure, traffic lights, costs, high rise, design, heritage, medium and high-density housing, council owned land, business growth and economy.

Question: Where will students go; the current schools are full?

Question: Will the required infrastructure be provided for upfront?

- The addition of traffic lights will increase the amount of time spent at traffic lights and the residents will be paying in their time.
- Allocate \$500,000 per person living in the area towards infrastructure.
- If we wanted high rise, we would live in Sydney.
- The design of the high rise looks like the housing commission homes in Sydney.

Question: How sympathetic will the building be to the heritage in the area?

- The building design isn't attractive.
- Buildings need to be sympathetic to the area.
- The Esplanade is the main thoroughfare for emergency services, more cars on these streets will delay the emergency services.
- The developer has provided more insight.

Question: How strict are the rules and regulations in the heritage area, what can and cannot be changed? People chose to live in a heritage area and does this change lead to other potential changes down the track.

- Really positive elements in the development and agree that we need to accommodate medium to high density within the central business district and work together with the developer to come up with something that will work.
- The land is not the car club land, it is community land and it should be labelled that way.
- The changes to the local environmental plan don't just apply to this land, it applies elsewhere. The Sturt Street development is 17 storeys, and this doesn't fit within the 16m.

- Developments in Wagga Wagga need to accommodate growth in businesses for our families and children and the economic benefits of having businesses relocate to the area.
- Businesses won't come to the area if buildings aren't available.
- Have faith in the council as that is what they are elected to do.
- Provide growth for the economy, we need to provide opportunities in the greater area of the central business district to ensure opportunities for our kids and future generations.

6. Proponent response

Who: Manuel Donebus and Daniel Donebus

Description: Provide a response to some of the issues raised.

- There is a misunderstanding of the proposal and concept plan and the makeup of the proposal.
- All the details of the concept are readily available and encourage residents to look at the detail before reaching a conclusion.
- The site was previously zoned industrial and now with the B4 mixed use zone, the site has transitioned the site from industrial and encouraged small businesses and cafes to locate on the site.
- Council has developed a policy to deal with population growth and this proposal came about by determining the best way to accommodate Council's aspirations on this unique site.
- Concept plan gives an overall vision that can only proceed if there is enough demand and any future development will need to comply with development controls including traffic, parking and design.
- There is no current plan for any development to occur on the site.
- Full detail of any proposed building that forms part of a development application will be made publicly available as part of the development application process and residents will be able to make comment on the proposed design.
- There is no plan for 11 storey buildings and the design is ensuring the bulk of the height is located in the centre of the site with the buildings scaling down towards the street.
- Currently looking at whether development controls could apply to the site to achieve the desired outcomes for bulk and scale that would apply to all mixed-use sites across the city.
- Considering a lower height.
- There will be a positive impact on the CBD with the higher density in population.
- The existing retail footprint will only increase slightly.
- Intention to actively retain existing businesses onsite throughout the development.
- The proposal provides a unique opportunity to provide a sustainable development.
- Parking and traffic need to be adequately addressed as part of any future development application.
- Parking controls are primarily derived from RTA guidelines.
- Apartment parking will be located in the basement.
- Working with Council to ensure adequate controls are in place to address parking requirements.
- Utilised traffic industry experts to guide the traffic and parking requirements to be submitted at each development application stage.

- End of trip facilities will form part of the site to compliment the active travel plan route.
- Plan for a future bus stop location to accommodate future bus routes.
- Multi-level parking station proposed for community land if successful in purchasing the land and will be completed up front for use by the public and visitors.
- Anticipate that the majority of residents will work in the area reducing the need for vehicle movements.
- Current site has no open space; the concept proposes pedestrian only open space amenities with the entire ground floor space dedicated to public space.
- The current use of the community land is only used by a small portion of the community and is not available for public use as it is fenced and gated.
- The site will incorporate the indigenous community and ensure design is appropriate and respectful.
- The requirement for green open space will be required at development application stage.
- The current planning controls do not include controls that require setbacks for distribution of bulk across the site, this could result in 16m height to the site boundary. A better outcome will be to concentrate the massing in the central part of the site and lower transitional buildings near adjoining properties, this is not possible under current controls.
- Each building will need to be assessed separately and notified to the community.
- No impact on the conservation zone, the site previously had an industrial zoning and the current buildings reflect the past industrial uses. The new proposal will create better building design and amenity.
- Bring sustainable and unique design to our city.

7. Council response and wrap up

Who: Michael Keys, Director Regional Activation

Description: Providing further information on proposal and details of the vision and ultimate development.

- Wagga Wagga is the largest inland regional city in NSW and is more fortunate than counterparts in terms of access to water, liveability with potential to capitalise on our situation.
- We need to look at the target of 100,000 people and how we can accommodate this in terms of infrastructure. This is a challenge and we need to identify how we can do this in a sustainable manner.
- Consolidation and maximising the usage of our existing infrastructure will make development more sustainable and viable.
- There will still be development on our fringes, but urban sprawl is not the solution for sustainable future growth.
- This is a key site that provides a unique opportunity in comparison to single smaller sites interspersed throughout the city.
- By focusing on consolidated sites, we can cater for the growing population in appropriate locations without impacting on the heritage conservation areas.
- Consideration is given to heritage where developments are adjacent to the heritage conservation area development shouldn't try and replicate heritage design.

- Growing employment to support the population can be facilitated through mixed use site.
- Bomen is a dedicated employment area that will provide for jobs within the city. This opportunity is not available in other areas; we are capitalising on this.
- Average household sizes are decreasing with people living longer and more single person households. We need to cater for these people in locations close to facilities with housing that is smaller, convenient and has easy access to the city
- We need to consider what is appropriate in this location and to what extent.
- Acknowledge the uncertainty of the 35 m height limit and hope that it is appreciated that the bulk and scale is proposed to be distributed across the site.
- Working on how we ensure that the bulk is maintained within the centre of the site to provide certainty for the community. Still considering how this could be achieved.
- Need to consider how parking will be managed, a parking management plan could address how parking will be allocated and how this will be managed to ensure enough parking is available
- Residential parking would be provided for as part of the residential development and not rely on commercial spaces.
- Traffic controls particularly for intersections will need to be addressed upfront with appropriate infrastructure that will address the long-term requirements in consideration with viability.
- Continued reference to car club is not to distract from the community land.
- Public hearing is in relation to the reclassification of the land to operational land which will enable Council to deal with it in a commercial nature. The site has been identified in Council strategies as being surplus.
- We need to ensure community have access to community facilities. With the multiple number of community buildings and low usage, we are not getting better use for our money in maintaining these buildings. The former women's bowling club site provides an opportunity for redevelopment and greater usage of a community site.
- While there is a push for more open space, need to consider providing better quality spaces instead to ensure we can appropriately maintain these spaces and consider better usage and viability of spaces aimed at being more sustainable.

8. Agreed actions

The following actions were identified:

- Notes from the meeting will be made available.
- Community can approach Damasa for clarification on the proposal.
- A report will be prepared for 16 December Council meeting.
- All submitters will be notified of the Council meeting.
- Those interested in attending the public hearing are to register their interest with Council.
- Council will consider submissions and workshop discussion to prepare report for Council meeting.