

Facebook Live Q&A Transcript – Tuesday 30 June 2020

The following is a summary of the questions received and responses provided during the Facebook live Q&A session held on Tuesday 30 June 2020. For the exact responses provided during the live session, please refer to the live recording located on Council's Facebook page and the Morgan Street website. Where similar questions are asked requiring the same response, they have not been repeated.

Q The developer has supplied finished artists interpretations/mock-ups of what the final development will or could look like. Those pictures have a building on land that the developer does not own. Why has the developer put buildings on land it does not own?

Council requested that the developer consider the full site (excluding the land north-west of the stormwater drain) to ensure a precinct approach was undertaken.

Including the community land used by the Vintage Car Club is consistent with Council's adopted Recreation, Open Space and Community Strategy that identifies the relocation of the existing users of the site would be facilitated where the future use of that land was identified to be commercial.

Q Was the developer lead to believe from Council that they would get the community land?

No, Council has not provided any guarantee on who will purchase the community land currently used by the Vintage Car Club. The sale of community land is subject to Council resolution and requires a public auction.

Showing a building on that land provides a concept of what could be achieved, it is not set in concrete.

Q At the moment Council is looking to auction off the public land currently used by the Vintage Car Club and it looks like a "done deal" that the developer will win the auction.

A public auction will be open to anyone to bid. There is no guarantee on who will be the successful purchaser and no deals have been made.

Q Did council ever ask the developer if they had a plan that doesn't rely on building on community land?

Any development application, whether this site or another site within the city needs to demonstrate how it will address the parking provision on-site. Any future developments will need to show where parking will be provided on land that forms part of the development.

- Q The building planned for the community land is mainly a carpark. Is this building a quick fix to make up for the lack of parking for workers who have to park on the streets due to pool cars taking most parking spaces for the building.**

The building is a concept to demonstrate what could be achieved on that site. This is not set in concrete and will be subject to land ownership and development application.

- Q Why was council so quick to decide to get rid of the community land and not develop it into something like a park to service all the people that could be and are currently living or working at the development and surrounding areas. Did council ever consider upgrading the community land to parkland that residents and workers in the area could use?**

Council's adopted Recreation, Open Space and Community Strategy 2040 identified this land as having the potential for an alternate use with the relocation of the existing users.

Any future development on the site will need to provide open space that is integrated with the development that connects to the existing open space network. It doesn't need to be a pocket of land on the community land, a better outcome will be to integrate open space with development.

- Q Could anyone else or a developer start drawing up plans for buildings on council land that they don't own?**

Council can consider proposals for Council owned land. These proposals would be considered on their merit and would require a council resolution and public sale if supported.

- Q The 3-D video shows that there is no security fencing around parking. Is this fencing being removed to allow for no quarantined parking? This is a very good idea as it is this quarantined parking that has caused all the grief of parking in Morgan Street. Will there be any other quarantined parking within the whole site?**

The details of parking will form part of future development applications on the site. This detail isn't finalised as part of this process.

- Q A major concern of the complete development is the damage this proposal could do to the Wollundry Lagoon, from a visual aspect. The heights of the buildings that surround the lagoon are below the tree-line. This development will insert residential and commercial towers up to 32 metres, which is well above the tree-line. Why not respect the heritage and culture of the Wollundry Lagoon and keep the maximum height of the building on site to be below the tree-line surrounding the lagoon?**

The proposed set of site-specific development controls, if adopted, will require future development to consider the surrounding character and demonstrate consistency with the existing streetscape.

- Q Current development has existing and current traffic flow and car parking issues. How can Council now change the land use of this block and dramatically increase the allowable building height to go from buildings 16 metres high to 32 metres high, without any information how the both the current and future traffic flow and car parking issues will be resolved. Getting this information at the DA stage may see both the current and future traffic flow and car parking issues not being able to be addressed.**

Concepts are developed to understand the likely traffic and parking impacts. From a concept we can understand the likely impacts and whether there is likely to be a suitable solution. We understand there are solutions available. The concept could change, so it is more appropriate to do detailed studies when development applications are lodged.

The full traffic and parking details will be finalised as part of any future development application which will need to be accompanied by a detailed Traffic Impact Assessment and a Parking Strategy and Management Plan.

- Q Have the flooding issues on the community land been addressed, it was my understanding that these need to be addressed prior to sale? The council signs on the car club site warn of the danger of flooding.**

There are no requirements for flooding to be addressed prior to the sale of the community land.

The existing stormwater drain will continue to be an infrastructure asset that Council manages and maintains for the management of stormwater on and around the site.

- Q Having seen the "video", the shadow effect of the taller buildings on current residences will be significant, particularly in the later time of day.**

Shadowing of properties earlier in the morning and later in the day will have a broader impact than what would be experienced in the middle of the day. In considering overshadowing, it is important to protect adjoining properties access to sunlight in the middle of the day.

- Q Why is Council referring to this proposal as a done deal? You are using terms like "will be" and so on as if the decision has already been approved**

The purpose of the engagement is to determine whether the site-specific controls developed will address the concerns raised during the exhibition of the proposed changes. In terms of responding, we are demonstrating what controls will be applied to development if these controls are adopted.

- Q Will the developers use local tradesman.**

Council is unable to condition the use of local trades, however, any development within the city has local benefits through investment and activity.

- Q Allowing for relaxing of Covid19 restrictions we need a public forum where all can attend, as this Facebook is lagging unfortunately and many people are unaware how to use Facebook - we could invite the Developer to debate this site in a public forum**

Facebook is not the only or the main form of engagement for this exhibition period. Facebook has been offered as an additional method.

We continue to have many discussions with the community via the website, email and phone. We will meet with individuals on request but public forums will be avoided as we do not have meeting room capacity that adheres to social distancing requirements and would need to turn people away.

The purpose of community engagement is not to facilitate a debate between a developer and the community. The purpose of community engagement is to seek written feedback in the form of a submission to inform our assessment and final decision.

- Q With the article from another developer in the local paper last week condemning the extensive delays on their development and the extended and onerous delays that have now seen this proposed Morgan Street development see it coming up to the 2 year mark of working with council are council staff concerned that Developers will start to boycott Wagga and look to other regional councils that support economic and activation development?**

Each development has its own set of complexities that need to be considered in the planning process. These complexities can see developments take longer than others.

- Q A Sydney Morning Herald article titled “Pandemic focuses minds on new plan for a greener city”, NSW Gov’t Architect Abbie Galvin said “maintaining existing green spaces as a status quo was no longer good enough in urban planning policy” – if Council insists on selling the Car Club community land for the creation of a multi-level car park, where will Council or the Developer supply extra green space on-site to replace this lost green space.**

This is consistent with our strategy for green spaces where our objective is to ensure well located, usable, accessible and connected open space opportunities are available for our community. The proposed site-specific controls also require developments to provide a mix of open space opportunities for all ages.

This site is also located close to many other green spaces that users of this site can connect to.

- Q Comment - can I suggest putting high-rise infill development along Baylis/Fitzmaurice streets instead of in the middle of suburbia**

All comments and suggestions are welcome to be submitted as part of a written submission submitted via the website, email or mail.

- Q I don't recall the same scrutiny applied to the Riverside development. Opportunity for the region should be outweighed by personal opinions.**

Each application is assessed on merits and can have different forms of complexity that influence how development occurs.

- Q This development does not have to be rushed through... Why can't we wait until full community involvement is possible?**

In responding to the changing circumstances and restrictions of Covid19, it is important for future growth and development within the community to continue to position the community in a way in which it can respond to and recover from the effects of the pandemic through continuing to do business and consider development opportunities.

Full community engagement is offered through multiple contact options.

- Q Has the developer guaranteed that he will not on sell the properties with the approved DA to a third party?**

Selling of land with development approval cannot be restricted by Council. Acknowledging that land can be sold, the set of site-specific controls will provide certainty on what development outcomes will be standard for anyone who owns land within this site.

- Q There is too much risk in going to 32 metres. This site is already zoned for 16 metres. Why doesn't WWCC look at going to say 25 metres. The lights at Robertson Oval are 32 metres high and can be seen as far away as the western end of Edward Street, at Barbecues Galore. Reducing the height to 25 metres will still allow the development to go ahead but there will be far less risk with both the current and future traffic flow and parking issues. We are not anti-development.**

A blanket height can result in higher buildings at the street edge. The site-specific development controls are intended to distribute the height across the site with the highest buildings located in the centre of the site to minimise impact.

- Q 80 percent of people at a meeting arranged by council chaired by an independent chair re zoning car club land did not want it rezoned but were ignored by council?**

Objections are assessed individually and considered in the context and with regard to community benefit.

Majority does not result in a refusal, it comes down to the reasons for objection.

- Q At what point does community opinion influence council decision making.... If at all?**

The community can influence decision making through written submissions. It is important that anyone objecting or supporting the proposed site-specific controls put in a submission to have their comments considered.

Q Could the developer be encouraged to look at type of development closer to the Main Street?

Council has identified that infill development within the city is a priority to reduce the spread of the city which has flow on infrastructure costs. Where infrastructure can support development, it can be considered.

Q With the new proposed bike path going down Morgan Street past this new development won't this add to the traffic issues

The proposed site-specific development controls, if adopted, will require the active travel plan to be considered as part of any future development to ensure development links with the active travel route.

Q Could the Facebook comments be taken as a written form of submission.

Submissions need to be provided in writing to Council via the website, email or mail by 18 July 2020. The purpose of the Facebook session was to provide opportunity for questions to be answered and is not a form of submission.