

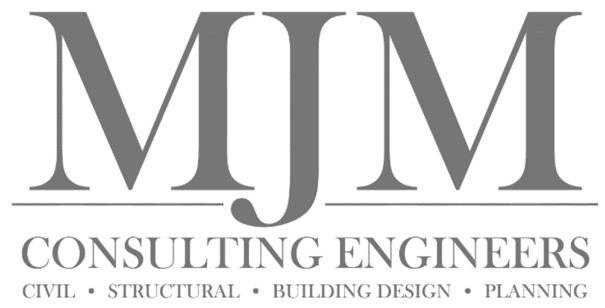
Planning Proposal Masterplan Report

LEP18/0009

Gregadoo Road, Wagga Wagga

Masterplan Report

Prepared for S. Jay



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1 INTRODUCTION

This report, along with accompanying specialist reports and plans, has been prepared to provide further information to Council for the Planning Proposal application LEP18/0009 proposing a reduction in the minimum lot size of properties within the Gregadoo Road precinct.

1.1 BACKGROUND

A planning proposal was lodged with Council in 2018 (LEP18/0009) to amend the minimum lot size of R5 Large Lot Residential zoned properties within the Gregadoo Road / Tallowood Crescent area, and to rezone two properties within Tallowood Crescent from RU1 Primary Production to R5 Large Lot Residential.

Council had also received a planning proposal (LEP18/0004) for a property located within the Gregadoo Road precinct from another consultant, which also sought to reduce the minimum lot size of one specific property. Although Council supported further development of the area, they assessed both planning proposals and determined that a more suitable minimum lot size for the precinct would be 4,000 sqm. This minimum lot size would allow further subdivision of the development of the area by landowners interested in pursuing development, while also ensuring that the density of the area was not able to be increased to an extent which would be inconsistent with the character of the area.

A report went to the Council meeting on 8th July 2019 where it was resolved:

That Council:

- a. support planning proposals LEP18/0004, LEP18/0009 and the Council addendum to amend the Wagga Wagga Local Environmental Plan 2010
- b. submit planning proposals LEP18/0004, LEP18/0009 and the Council addendum to the Department of Planning and Environment for Gateway Determination
- c. prepare an amendment to the Wagga Wagga Development Control Plan 2010 (DCP) to be exhibited alongside planning proposals LEP18/0004, LEP18/0009 and the Council addendum to address the development matters raised
- d. note that the amendment must be developed in conjunction with a Master Plan to illustrate a high level road network scenario for the precinct, access arrangements, servicing provision and how any future subdivision will occur through staging
- e. receive a further report after the public exhibition period;
 - i. addressing any submissions made in respect of planning proposals LEP18/0004, LEP18/0009 and the Council addendum and proposed amendment to the DCP
 - ii. proposing adoption of the planning proposals LEP18/0004, LEP18/0009 and the Council addendum unless there are any recommended amendments deemed to be substantial and requiring a further public exhibition period

This report and accompanying documents and plans provides the masterplan information as specified under (d) in the Council resolution above.

2 MASTERPLAN

Please note the accompanying plan set depicting lot layouts is indicative only. The lot layout of any future subdivision of the properties would be subject to Council assessment and provision of development consent.

2.1 HIGH LEVEL ROAD NETWORK

Council recommended that Tallowood Crescent be extended to join up with Gregadoo Road to the west and advised that no additional road connections onto Gregadoo Road would be supported. Due to constraints with safe intersection sight distances, Tallowood Crescent was not able to be extended to join Gregadoo Road, however a road network was able to be designed which provided only one access onto Gregadoo Road to the west of the existing Tallowood Crescent intersection. The accompanying Road Hierarchy Plan is consistent with this requirement and depicts local access roads and cul-de-sacs to achieve the best layout for further development of the masterplan area.

2.2 ACCESS

As discussed under section 3.1 above, Council advised that no additional road connections above the extension of Tallowood Crescent to the west would be supported. Further to this, Council also advised that no further property accesses above the existing would be supported onto Gregadoo Road.

Given the potential lot layout provided on the accompanying Overall Plan, one additional access would potentially be required on Gregadoo Road to service potential Lot 3 within the western portion of the precinct. Given the proposed minimum lot size of 4,000 sqm and the location of existing structures on the properties, potential Lot 3 would require an additional access to Gregadoo Road to ensure it was not effectively 'land locked'. A traffic impact assessment, discussed further in the next section, was undertaken to inform the masterplan and supports one potential additional access on to Gregadoo Road. A copy of this assessment accompanies this report.

2.3 TRAFFIC IMPACT ASSESSMENT

Spotto Consulting undertook a Traffic Impact Assessment (TIA) to inform the masterplan. The assessment concluded that:

- The Gregadoo Road and Tallowood Crescent intersection currently operates at an excellent Level of Service (LOS A, the highest level);
- Midblock level of service on Gregadoo Road and Tallowood Crescent south of the site are also excellent (LOS A);
- The proposed development at maximum achievable density would result in an increase in traffic volume of 814 vehicles per day (78 in the AM peak period and 86 in the PM peak period) however there is sufficient capacity in the surrounding road network and key intersections to accommodate the additional traffic generated by the proposed development, in addition to catering for the next ten years growth in existing traffic volumes on the surrounding road network. Modelling shows that intersections and midblock levels of service will operate at either an excellent or good level of service (LOS A or B);
- Parking requirements can be met by providing off-street parking in accordance with the Wagga Wagga Development Control Plan 2010;
- Adequate provision has been made for public transport and school buses; and
- There will be no significant adverse impact on the movement of pedestrians and cyclists.

The TIA recommended that:

- The intersection of Gregadoo Road and Tallowood Crescent be upgraded to incorporate auxiliary turning lanes, including a Short Channelised Right Turn (CHR(S)) and Basic Left Turn (BAL); and

- The intersection of Gregadoo Road and the new western access road into the subdivision be designed and constructed to incorporate auxiliary turning lanes, including a Short Channelised Right Turn (CHR(S)) and Basic Left Turn (BAL).

2.3.1 PEDESTRIANS AND CYCLISTS

The TIA notes that there are no dedicated facilities for pedestrians or cyclists within the site or within the vicinity of the site. Further to this, Councils Engineering Guidelines for Subdivisions and Developments does not require dedicated pedestrian and cyclist facilities such as footpaths or shared paths for this type of development.

2.3.2 PUBLIC TRANSPORT

As described in the TIA, the provision of additional access west of the Tallowood Crescent intersection and construction of new access and internal roads will allow existing public transport routes to be adjusted to service the increased population in the area.

2.3.3 GREGADOO ROAD UPGRADE

As noted in the TIA, Council has identified Gregadoo Road for upgrade works. Council's Local Infrastructure Contributions Plan 2019-2034 specifically identifies upgrades to the intersection with Tallowood Crescent and other intersections in the area, stating that they should be upgraded to a similar standard to existing intersections on Gregadoo Road including The Grange entry and Plunkett Drive. These intersections have channelised left and right turn lanes.

The upgrade works for the Gregadoo Road and Tallowood Crescent intersection would therefore be undertaken by Council and funded by developer contributions. Council's Local Infrastructure Contributions Plan 2019-2034 would need to be amended to ensure development within the masterplan area was subject to contributions for these works.

2.3.4 NEW ACCESS TO GREGADOO ROAD TO THE WEST

It is proposed that the works for this intersection be included in Council's Local Infrastructure Contributions Plan 2019-2034 for the masterplan area. It is anticipated these works would be carried out by the developer of the land encompassing the additional access road with a reduction in the associated contribution amount.

2.4 SERVICING

2.4.1 DRAINAGE

The accompanying Drainage and Sewer Report analyses the stormwater infrastructure requirements for the masterplan area at the maximum achievable density of an increase of 110 lots. The report has informed the accompanying Concept Drainage Plan which identifies the most appropriate locations of stormwater mains, associated easements, swale drains and connections to existing infrastructure to service the masterplan area.

2.4.2 SEWER

Consultation with Council's infrastructure section during preparation of the original proposal concluded that current sewer infrastructure in the area has capacity to accommodate an additional 130 lots. The masterplan proposes a maximum of 110 additional allotments. The accompanying Drainage and Sewer Report analyses the sewer infrastructure requirements for

the masterplan area at maximum achievable density, being an increase of 110 lots. The report has informed the accompanying Concept Sewer Plan which identifies the most appropriate locations of sewer mains, associated easements and connections to existing infrastructure to service the masterplan area. The report also identifies the required pipe sizes and grades for sewer installation.

As shown in the accompanying Drainage and Sewer Report, Concept Drainage Plan and Concept Sewer Plan, the masterplan area is able to be adequately serviced with drainage and sewer infrastructure.

Should it be discovered during engineering design of any portion of subdivision development of the area that existing sewer or stormwater infrastructure will require to be upgraded, it is recognised that these upgrades would be required to be undertaken at full cost to the developer.

2.5 STAGING PLAN

It is recommended that staging of development begin at Gregadoo Road and proceed south to minimise infrastructure costs to developers. A staging plan has not been prepared because although it is recommended that development proceed south from Gregadoo Road, it is noted that the area is already developed to a degree and as such there is scope for property owners to develop their land so long as they are able to access infrastructure connections at their property boundary. This means that portions of land with frontage to Tallowood Crescent could be further developed independent of completed development on Gregadoo Road.

3 DCP AMENDMENT

It is noted that Council reports have identified that a DCP would need to be prepared for the area. Subsequent discussions with Council have determined that the area would not require any further development controls above and beyond those already identified in the DCP for residential development on R5 Large Lot Residential land.

4 CONCLUSION

This report, along with accompanying specialist reports and plans, has provided additional information to Council to support the planning proposal application LEP18/0009 to reduce the minimum lot size of properties within the Gregadoo Road precinct.

A high level road network has been provided, along with an analysis of access arrangements, both supported by a Traffic Impact Assessment. Pedestrian, cyclist and public transport requirements has also been reviewed and required intersection upgrades have also been investigated. Existing sewer and stormwater arrangements have been analysed and concept sewer and drainage plans have been prepared to adequately service the masterplan area.

It is considered that the report and accompanying documentation will provide Council with sufficient information to proceed with public exhibition of the planning proposal and subsequent reporting to ultimately consent to the plan being made.