

Atkinson, Crystal

From: Connect Wagga <notifications@engagementhq.com>
Sent: Friday, 2 April 2021 6:43 PM
To: Atkinson, Crystal
Subject: Anonymous User completed Public Exhibition Submission - Gregadoo Road Proposal

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Anonymous User just submitted the survey 'Public Exhibition Submission - Gregadoo Road Proposal' with the responses below on Gregadoo Road Proposal.

Name

[REDACTED]

Address

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Submission

I support the planning proposal for Gregadoo Road. Thankyou for your hard work in processing the application.

Atkinson, Crystal

From: Connect Wagga <notifications@engagementhq.com>
Sent: Saturday, 10 April 2021 11:36 AM
To: Atkinson, Crystal
Subject: Anonymous User completed Public Exhibition Submission - Gregadoo Road Proposal

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Anonymous User just submitted the survey 'Public Exhibition Submission - Gregadoo Road Proposal' with the responses below on Gregadoo Road Proposal.

Name

[REDACTED]

Address

[REDACTED]

Email

[REDACTED]

Contact number

[REDACTED]

Submission

Refer to email sent by Johanna Duck on behalf of [REDACTED] to Crystal Atkinson on Saturday 10 April 2021 with PDF letter from [REDACTED] and supporting report by NGH. Contact number of Johanna Duck from NGH is provided above.

April 4, 2021.
PO Box 8469,
Wagga Wagga, NSW, 2650.

Mr Peter Thompson,
The General Manager,
Wagga Wagga City Council,
PO Box 20,
Wagga Wagga, NSW, 2650.

Dear Mr Thompson,

RE: Submission against Draft Planning Proposal – LEP18/004 and 18/0009.

Please find attached a submission regarding the above mentioned draft planning proposal prepared on behalf of myself from NGH Consulting. On reviewing NGH's report, it was also brought to my attention that to the best of my knowledge, I have not been made aware or received the required correspondence to notify me about the Master Plan development referred to on page 9 of the report as *Figure 3 Draft PP - Proposed subdivision (MJM Consulting Engineers, 2019)*. This figure shows the proposed smaller lots at the eastern and western ends of Tallowood Crescent and also indicates, much to my surprise, a number of proposed smaller lot developments directly behind and adjoining my property in Tallowood Crescent, Wagga Wagga.

I live at [REDACTED], Lake Albert in Wagga Wagga. I have lived there with my family since purchasing the substantially priced property ten years ago. There was no indication when I purchased the property that current lot sizes would be reduced. We were drawn to this quiet street because of the small acreage lifestyle and walking distance to Lake Albert. There are no streetlights and more stars; no curbs or guttering so rain runs from the road into our lawns and gardens; fewer cars so a safer street for bike and horse-riding; far less noise and pollutants and a wonderfully connected community of residents.

There is a **single entry point** to Tallowood Crescent from Gregadoo Road. Our road is lined with Chinese Tallows and Golden Ashes. This narrow and beautiful street scape is green and inviting during spring and summer and a mass of colour in autumn. These trees are greatly admired by residents and visitors. The width of Tallowood Crescent is not problematic for current vehicle movements given the small number of residents (30 lots) that use it on a daily basis. Allowing future subdivision and smaller lot sizes would greatly affect the connection and health of the community in

Tallowood. Investigations by NGH Consulting have estimated that further subdivision would see vehicle movements substantially increase (333%) due to the greater number of residents (100+ more lots) in the street. This increase does not include the development of these lots. During the lot development and building phase of these homes vehicle numbers (including trucks) passing my home would further escalate and negate the very reason I purchased a property in Tallowood for my family. The building envelope for my small acreage block (and for the other residents) is at the front of the property. As a direct result, the houses in Tallowood Crescent are all close to the road. My family and other street residents would therefore be very susceptible to any increase in vehicle numbers or changes to the quiet street scape of this cul-de-sac.

The only exit and entry point from and to Tallowood Crescent is also on a crest that is situated on Gregadoo Road. Gregadoo Road is a busy connection between three schools, Mater Dei Primary, Mater Dei Catholic College and Lake Albert Primary School. A substantial increase of vehicles along Tallowood Crescent each morning and afternoon would create significant traffic delays along the street.

I have grave concerns that Tallowood Crescent's tree lined vista, quiet and connected community, amenity and road safety will be at risk under this planning proposal. I do not support changes to lot sizes on Tallowood Crescent and have taken the time to engage NGH to provide information that relates to concerns that are more than just personal objections from a resident and her family. I encourage you to properly consider the concerns that have been raised in this letter and in the attached report.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED], Lake Albert, Wagga Wagga.

Atkinson, Crystal

From: Johanna Duck <johanna.d@nghconsulting.com.au>
Sent: Saturday, 10 April 2021 11:36 AM
To: Atkinson, Crystal
Cc: City of Wagga Wagga; Andrew Bowcher; Annabel Bowcher; Lizzie Olesen-Jensen
Subject: Public Exhibition Submission - Gregadoo Road Proposal - Dr A. J. Bowcher
Attachments: Dr A J Bowcher Letter.pdf; Bowcher Submission LEP18-0004 and LEP18-0009_Final v1.1.pdf

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Dear Crystal,

Please find attached the pdf documents as part of the submission from [REDACTED], Lake Albert.

The online submission refers you to the attached documents, the letter prepared by [REDACTED] and supporting report.

If you have any questions about the submission please contact me on 0403 786 988.

Kind regards,

JOHANNA DUCK
SENIOR CONSULTANT – TOWN PLANNING AND ENVIRONMENT

Please note: I only work Monday to Thursday.

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NGH

SUBMISSION AGAINST DRAFT PLANNING PROPOSAL – LEP 18/0004 AND 18/0009

Prepared on behalf of [REDACTED]

April 2021

Project Number: 21-162



Document verification

Project Title: Submission against Draft Planning Proposal – LEP 18/0004 and 18/0009
Prepared on behalf of [REDACTED]

Project Number: 21-162

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Revision	Date	Prepared by	Reviewed by	Approved by
Draft v1.0	30/03/2021	Johanna Duck	S. Anderson L. Olesen-Jensen	Johanna Duck
Final v1.1	10/04/2021	Johanna Duck	S. Anderson	Johanna Duck

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Acronyms and abbreviations

DPIE	Department of Planning, Industry and Environment (formerly identified as DPE)
LSPS	Wagga Wagga Local Strategic Planning Statement 2040
LEP	Wagga Wagga Local Environmental Plan 2010
Draft PP	Draft Planning Proposal 18/0004 and 18/0009
Regional Plan	Riverina Murray Regional Plan 2036
WWCC	Wagga Wagga City Council

Executive summary

Introduction to the submission

This report has been prepared by NGH to support a submission by [REDACTED] relating to the Draft Planning Proposal LEP 18/0004 and 18/0009 (the Draft PP). This report has been prepared at the request of [REDACTED] to consider inconsistencies of the Draft PP with Wagga Wagga Planning documents, including relevant strategies and the Local Environmental Plan (LEP), and adverse impacts to their land (shown in Figure 1 below) at [REDACTED], Lake Albert.

It is considered there has been insufficient studies and justification provided in support of the Draft PP. Given the onus is on the proponent, the Draft PP should not proceed further until these requirements have been met.

The Draft PP has not considered the social and economic impacts, and specifically, the adverse amenity impacts this proposal would have on the landowner as outlined in this submission.

This report is divided into the following sections:

Section 1.1 considers relevant strategic documents including:

- *Riverina Murray Regional Plan 2036* (DPE, 2017)
- *Local Strategic Planning Statement Planning for the future: Wagga Wagga 2040* (WWCC, 2021)

Section 1.2 considers the inconsistency with the LEP aims, zone objectives, current and desired character of the R5 large lot residential zone and other LEP provisions. This section also outlines the planning concerns associated with the likely adverse impacts to the landowners' amenity (refer to Figure 1 for the location of their property and context of the surrounding development and proposed area for the Draft PP).

Figure 1 [REDACTED] property within the Draft PP affected area

1. Reasons for the objection

1.1 Inconsistencies with the Regional Strategic Plan and Wagga Wagga Council's Strategic Documents

In reviewing the Draft PP and preparation of this submission, NGH has considered relevant strategic documents specifically:

- *Riverina Murray Regional Plan 2036* (DPE, 2017)
- *Local Strategic Planning Statement Planning for the future: Wagga Wagga 2040* (WWCC, 2021)
- NGH has considered how the above strategic documents relate to the proposed rezoning and change to the minimum lot size provisions. Inconsistencies found with the relevant strategic documents, that form the basis of this objection and reasons why the Draft PP should not proceed, are outlined in sections 1.1.1 and 1.1.2 below.

1.1.1 Inconsistent with the Riverina Murray Regional Plan 2036 (Regional Plan)

Vision

The **Vision** statement for the Regional Plan sets out the ideology and focus for the plan and the region. A key focus is the essential role of future freight and logistics hubs and the transport corridors that will support these hubs. The Regional Plan states:

- *that the region is one of the most significant locations for freight and logistics in Australia, with major freight and logistic facilities and corridors servicing the eastern seaboard of Australia. A number of national companies have established freight and logistics hubs around Wagga Wagga. These facilities are helping to shore up the region's agricultural competitiveness. National freight corridors traverse the region and extend to Sydney, Melbourne, Brisbane and Adelaide, providing direct access to national and global markets.*

The LSPS provides further local detail, building on the Regional Plan, maps improved freight routes proposed to move heavy vehicle traffic out of the centre of town (refer to Figure 2 below). This southern bypass is also indicated in the Wagga Wagga Spatial Plan 2013-2043 (WWCC, 2013) the key strategic document that preceded the LSPS and the Wagga Wagga Integrated Transport Strategy 2040 (WITS).

Approval of the proposal is at odds with the map and with the vision of the Regional Plan and local strategies.

- *The trend of freight and logistics companies relocating to the Riverina Murray, to leverage its land availability and workforce, will continue to benefit the region. Freight corridors are essential to the success of the agribusiness, manufacturing, forestry, and freight and logistics sectors. The corridors strengthen relationships between centres within the region, to adjoining regions and to interstate locations, particularly Victoria. Protecting existing transport corridors and enhancing the freight network will also provide greater access to ports and airports for exporting produce, enable more competitive freight costs for local producers and promote industry expansion and increased productivity.*

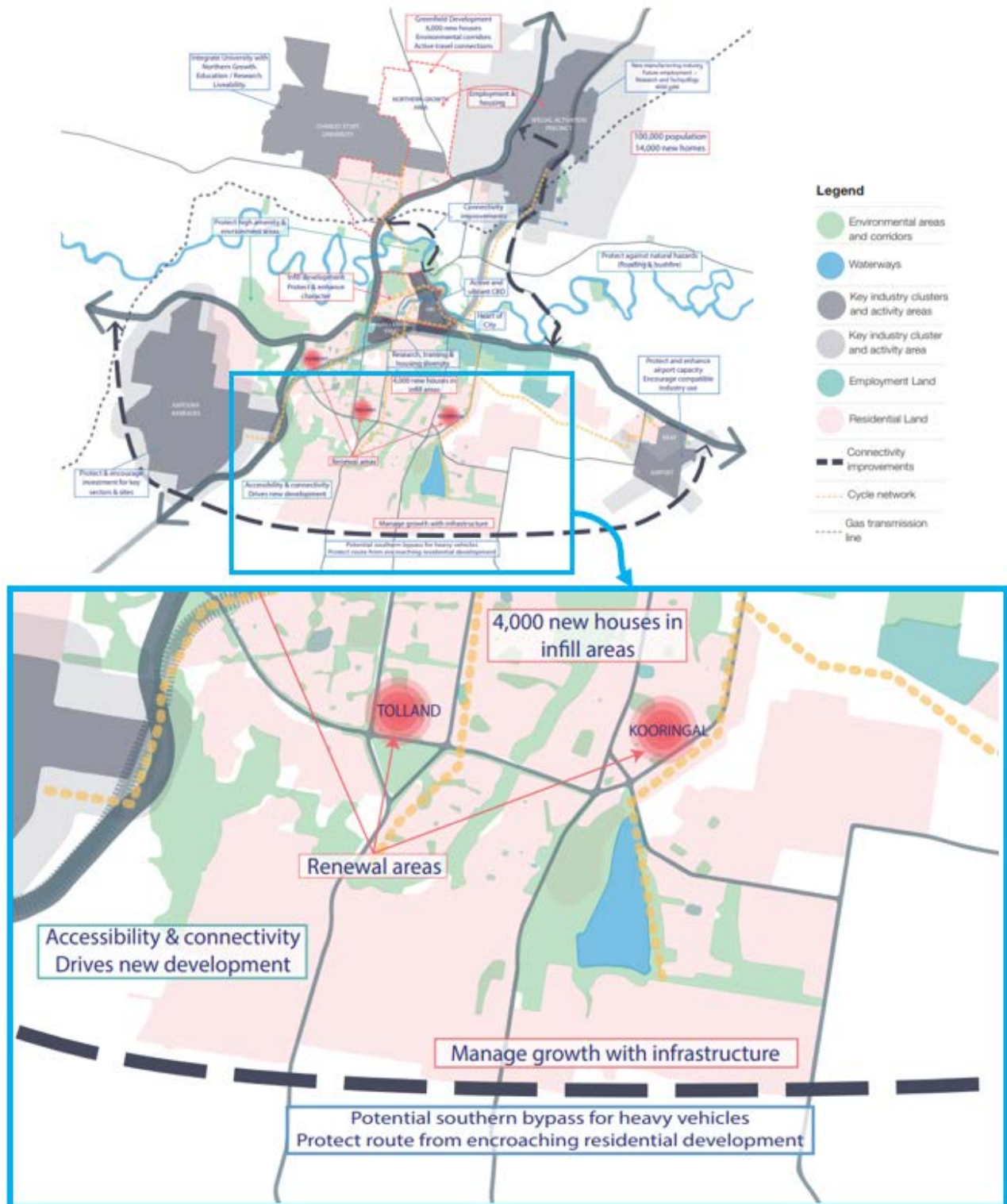


Figure 2 Page 9 LSPS Full map and Detail of key actions for the subject land (WWCC, 2021)

Goals and directions

The Draft PP only addresses some of the **goals and directions** included in the Regional Plan. This report discusses other relevant goals the Draft PP is considered inconsistent with and that have not been raised. The inconsistencies are considered important and form the basis that the Draft PP should not be supported.

Goal 1: A growing and diverse economy

The vital opportunities for growth of the region and the economy are outlined in this goal. Key drivers for this goal are:

- *The region is recognised as an economic powerhouse, given its strategic location and evolution as a centre of knowledge and innovation for agribusiness and value-added manufacturing, and green technologies and products. **Ongoing economic prosperity is closely tied to efficient transport and infrastructure networks**, a healthy environment and water security for industry... There is real potential to build on this competitive advantage to stimulate further economic development and generate more local jobs. As a region, the Riverina Murray is already well-connected and will continue to grow from its network of freight and logistics hubs servicing Australia's eastern seaboard. Increasing domestic and global demand for food and fibre will drive demand for higher value agricultural production, including dairy, fruit, wine, high-grade meats, grains and organics. **The region's valuable resources are sometimes subject to a variety of competing land uses such as agriculture, mining, forestry, energy generation, rural residential development and tourism. If not managed sustainably this can potentially restrict growth and discourage investment.***

The Regional Plan lists freight and logistics as a Priority growth sectors. It states that:

- *Further diversification of the economy will be achieved through a focus on the priority growth sectors.*
- *The planning system needs to be responsive to the specific needs of these sectors to generate industry growth.*

The Draft PP (including the Traffic Impact Assessment prepared as post-gateway additional information) has not addressed the impacts on future planning and impacts of the identified heavy vehicle transport route on the development.

The Draft PP is not considered to be representative of the sustainable management of development. As a key feature of the future plan for Wagga Wagga, the heavy vehicle transport route should be a priority and the creation of higher density rural-residential infill areas (as proposed to be created with the reduction in the minimum lot size) parallel to the southern bypass (refer to Figure 2) should be avoided and a buffer from development established.

The draft DCP prepared to support the Draft PP also states:

- *Appropriate buffer areas shall be provided to adjoining RU1 Primary Production zoned land to the south.*

The Draft PP (inclusive of the Masterplan developed as post-gateway additional information) provide no indication this would be achieved with the proposed significantly reduced minimum lot size.

It is considered the seniors housing/aged care facility and previous subdivisions should not be used as a precedent for support of this Draft PP, as those developments are, mostly if not all,

historic approvals and were approved prior to the introduction of the and development of the concept of the southern bypass.

Direction 1: Protect the region's diverse and productive agricultural land

Endorsement of the Draft PP would set a concerning precedent for infill development and potential flow on effects of further proposals and loss of agricultural land in the immediate surrounds. Endorsement of the Draft PP is not considered to promote sustainable use of the natural assets and agricultural resources.

It is considered no buffer to rural lands has been provided or retained, given the proposal to reduce the minimum lot size to 4000sqm. Without the buffer of the larger scale R5 lots, providing separation from the rural lands, impacts to farming may come in the form of complaints or restriction on use of machinery and introduction of weeds (garden escapees) and pests encouraged by the proposed increase in residential development. It is considered this would inhibit the use of diverse and productive agricultural land This has not been addressed in the Draft PP.

Direction 16: Increase resilience to natural hazards and climate change

Action 16.1 states that Councils should locate developments, including new urban release areas, away from areas of known high biodiversity value, high bushfire and flooding hazards, contaminated land, and designated waterways, to reduce the community's exposure to natural hazards.

Approving intensified infill development within a known area of significant overland flow is not seen to reduce the community's exposure to natural hazards. Council's Assessment Report notes the section along Gregadoo Road has a maximum depth of overland flow flooding in a major event of just under 800mm, which is considered significant. A copy of the consultation response from DPIE Floodplain Management has not been exhibited with the Draft PP and therefore it is unknown what those outcomes were.

It is also stated a Stormwater Management Plan would be developed as part of the Masterplan; however, if prepared, this has not been exhibited with the Draft PP.

This is discussed further in section 1.2.3 of this submission.

Goal 3: Efficient transport and infrastructure networks

Direction 18: Enhance road and rail freight links

Direction 18 includes actions that support the decision about Goal 1 above:

- *18.3 Assess the viability of local bypasses and identify and protect future bypass corridors in strategies.*
- *18.4 Identify, coordinate and prioritise the delivery of local and regional road projects that help support the regional freight network.*
- *18.5 Protect freight and transport corridors from the encroachment of incompatible land uses.*

It is considered that the Draft PP has not addressed the impacts on future planning and impacts of the identified heavy vehicle transport route on the development.

Goal 4: Strong, connected and healthy communities

The Draft PP may be considered partly in line with this goal, however what the goal and actions do not take into account is the adverse impacts on the lifestyle that the landowner and existing

surrounding residents enjoy, a key reason that the affected landowner purchased their property. This report considered these impacts have not been sufficiently explored and therefore the Draft PP should not be supported without further addressing these impacts.

1.1.2 Inconsistent with LSPS

As the most recent Strategic document that will guide all future strategic documents, it was considered important to address the LSPS. NGH consider that the planning proposal is inconsistent with the LSPS, with the general inconsistencies as follows:

Table 1 Consideration of relevant LSPS provisions

LSPS Principles	Comment
Principle 1: Protect and enhance natural areas and corridors	<p>Approval of the reduced minimum lot size within an area of land subject to significant natural overland flow is not considered to work towards this principle as approving development within this area is not considered a form of protection of natural areas.</p> <p>The documentation, prepared in 2019, indicates the land has been bio-certified for the urban area and as such is not likely to affect any threatened species, population or ecological community, or its habitat. The biodiversity certification, however, has now expired, and the Draft PP should consider these impacts upfront.</p>
Principle 2: Increase resilience to natural hazards and land constraints	Approval of the reduced minimum lot size within an area of land subject to significant natural overland flow is not considered to work towards this principle or to have fully considered climate change implications and would have an adverse impact for the community.
Principle 3: Manage growth sustainably	Although infill development is encouraged, the proposed development is seen as potentially ad-hoc, as not all landowners support the proposal and therefore it should not be supported. It is considered that the impacts on existing dwellings and landowner have not been fully addressed, as discussed in section 1.2 below.
Principle 4: The southern capital of New South Wales	Approval of the Draft PP does not appear to align with the aims of this Principle. The proposed reduced minimum lot size would likely create potential conflicts with the location and operation of a bypass. The bypass is a critical consideration in respect of the subject land and has not been addressed in the Draft PP.
Principle 6: Connected and accessible city	As above.
Principle 7: Growth is supported by	This principle states... <i>We will retain and integrate our</i>

LSPS Principles	Comment
sustainable infrastructure	<p><i>natural watercourses and riparian corridors as valuable parts of the stormwater network...</i> as mentioned above, approval of the reduced minimum lot size within an area of land subject to significant natural overland flow is not considered to work towards this principle as approving development within this area is not considered a form of protection of natural drainage areas.</p> <p>This principle also states... <i>The southern fringe of the city features an expansive area of large lot residential development. Though desirable for many residents, this style of development within the urban area complicates service delivery, transport planning and future development patterns. Council will determine the remaining infrastructure capability existing at the southern fringe of the city, to determine the ultimate development potential of this area and maximise efficient use of infrastructure. Planning controls in the south of the city will be finalised for the long term future to reflect these findings, with large lot lifestyle development to be prioritised within our nearby villages and neighbouring towns instead of urban Wagga Wagga.</i></p> <p>The infrastructure assessment is considered inadequate with regard to the LSPS requirements for a precinct-wide assessment, that considers other similar approved and future rezonings, and need for assessment of the remaining infrastructure capability.</p>
Principle 8: Our city promotes a healthy lifestyle	Approval of a greater density of potential residential development on the edge of the city does not appear to align with this principle, specifically the connectivity needs.
Principle 10: Provide for a diversity of housing that meets our needs	Approval of the Draft PP does not appear to align with the aims of this Principle, particularly when considering the likely housing type (free standing 3-4 bedroom dwellings) that would be constructed is already high in number and therefore does not add to the requirement for choice to be provided in housing types.

1.2 Inconsistency with the LEP aims, zone objectives, current and desired character of the R5 large lot zone and other LEP provisions

It is understood that the Draft PP would create the opportunity for landowners in the precinct to subdivide their land if they choose to do so. The Council Assessment Report (WWCC, no date) notes:

- *An approval of the draft planning proposal will create the opportunity for landowners in the precinct to subdivide their land if they choose to do so. An approval of the proposal will not force those landowners who are not interested in subdivision to subdivide their land.*

However, this fails to acknowledge impacts of a smaller lot size on landholders within the precinct who are not interested in further development; or on other existing surrounding landholders who prefer the semi-rural setting.

The Draft PP would create the opportunity for approximately 110-130 additional lots in the precinct. This section considers the Draft PP's inconsistencies with the LEP. These inconsistencies form the basis of this objection. The reasons why the Draft PP should not be approved are outlined in sections 1.2.1 to 1.2.3 below.

1.2.1 Inconsistent with the aims of the LEP

The particular aims of the LEP, relevant to the Draft PP, as follows:

- (a) *to optimise the management and use of resources and ensure that choices and opportunities in relation to those resources remain for future generations,*
- (b) *to promote development that is consistent with the principles of ecologically sustainable development and the management of climate change,*
- (c) *to promote the sustainability of the natural attributes of Wagga Wagga, avoid or minimise impacts on environmental values and protect environmentally sensitive areas,*
- (d) *to co-ordinate development with the provision of public infrastructure and services.*

The Draft PP is considered to be inconsistent with the aims of the LEP given:

- The outcome of approval of the Draft PP, has the potential impact of needing a greater buffer from the potential southern bypass due to an increased density. This has potential to result in further fragmentation of rural lands and agricultural land (a resource) and fragmentation of that land would restrict choices and opportunities for future generations.
- The reduction in minimum lot size is not supported by the landowner of [REDACTED] as it would affect their existing amenity and inhibit the enjoyed environmental and social values of the area. Additionally, there is no green/open space areas indicated in the concept subdivision plans, nor consideration of existing vegetation.
- Council's Assessment Report notes *The land is mapped as Class 2 land, which is described as "Arable land suitable for regular cultivation for crops, but not suited to continuous cultivation. It has a moderate to high suitability for agriculture but soil factors or environmental constraints reduce the overall level of production and may limit the cropping phase to a rotation with sown pastures."* (WWCC, no date)
 - As noted, Class 2 is moderately to highly suited to agriculture. The further intensification of R5 land and the rezoning of RU1 land to R5 is inconsistent with the aims of the LEP.

- Smaller agricultural lots within the mapped area of the Draft PP subject to the rezoning, and on rural land adjacent to Draft PP mapped area, have the potential to suit boutique or specialised agriculture to target high end markets or more intensive uses, particularly as at the smaller scale improvements to land can be made, an identified regional and local economic growth area. How has the potential impacts on this use been considered by the proponent?
- What effect will approval of this Draft PP have in setting a precedent for subdivision and would it add to further loss of agricultural land in the immediate surrounds? Endorsement of the Draft PP would set a concerning precedent for subdivision infill development and would not promote sustainable use of the natural assets and agricultural resources. Without a holistic assessment, these questions do not appear to be able to be answered.
- How would approval of the Draft PP be promoting sustainability of the natural assets, choices and opportunities in relation to those resources, and environmental values and protection of other natural assets, such as the ephemeral overland flow area identified on Figure 5 and the Lake Albert catchment area.
- Spot amendments to the LEP, even of this size, are not considered to provide a co-ordinated development and roll out of public infrastructure and services. New services and upgrades to the existing systems have been flagged but not sufficiently investigated to meet the LSPS requirements. Additionally, the impact on servicing and amenity of the existing dwellings has not been considered. Currently the area has:
 - Low water pressure;
 - Rural style drainage with no kerb and guttering;
 - No street lighting;
 - A narrow road;
 - Traffic congestion on Gregadoo Road, from an aged care facility and three schools; and
 - Increased traffic due to several other approved subdivisions in the area “i.e. Crooked Creek” and adjacent land.

1.2.2 Inconsistent with the zone objectives

The objective of the planning proposal aims to increase opportunity for residential housing in a rural setting. It is understood that the proponent and Council see some consistency with the following R5 Large Residential Zone objectives:

- *To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.*
- *To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.*
- *To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To ensure that the clearing of native vegetation is avoided or minimised as far as is practicable.*

In reviewing the draft PP, in preparation of this submission, NGH has considered the R5 zone objectives.

It is considered that the draft PP is inconsistent with the intent of the zone objectives, as follows:

1. The reduction in the minimum lot size would significantly remove and negatively impact the character of the rural setting created by the larger lots and scenic quality, created by open views to surrounding lots and their agricultural/rural use, that is currently appreciated and enjoyed by the landowner.
2. The proposed minimum lot size would increase permissible dwelling numbers from 31 to 141 dwellings (assuming only one dwelling per lot), resulting in a **419%** potential increase in dwellings, or greater (noting that the R5 zoning does not prohibit dual occupancies), from what is currently permitted. This is considered an unreasonable and significantly adverse change, particularly given the proposal is not supported by a directly affected landowner.
3. The draft PP Masterplan (MJM, 2020) fails to acknowledge impacts of a smaller lot size on landholders within the precinct who are not interested in further development; or on other existing surrounding landholders who prefer the semi-rural setting. No buffering lots are provided to preserve the existing amenity of these properties, these “remnant” lots have simply been indicated on the Masterplan with no infill development but entirely surrounded by 4000sqm infill lots as shown in Figure 3.



Figure 3 Draft PP - Proposed subdivision (MJM, 2019)

4. The increase of dwellings has potential conflict impacts as it would affect adjacent farmers rights around herbicide and pesticide spraying, use of machinery, dust management, animal noise and odour. The current lot size provides the necessary buffers to minimise conflicts between land uses, changes to the minimum lot size as proposed in the Draft PP would compromise this.

The Draft PP includes the following justification of the proposal:

- *the proposal assists in balancing the supply and type of residential land in the City as there is a limited stock of available land to develop at this density under the R5 zone, particularly as there have been no significant rezonings of this type of land since the implementation of LEP 2010. A supply-demand analysis has indicated a significant shortfall of appropriately zoned and serviced rural “lifestyle” lots to meet ongoing demand and choice (Salvestro Planning, 2018).*

In addition to points 1-3 above, it is not considered reasonable to significantly infringe on the amenity and lifestyle of the existing properties in this precinct. The proposed blanket minimum lot size change (refer to Figure 4 below) does not provide choice, if all lots end up being the same size within the precinct (as proposed in Figure 3 on the previous page).

Minimum Lot Size Proposal



Figure 4 Draft PP - Proposed minimum Lot size change (WWCC, no date)

It is also questioned if the reason for the following statement made in 2018 ‘no significant rezonings of this type of land since the implementation of LEP 2010’, is due to Council following the NSW governments strategic directions to minimise fragmentation of rural land and also because developments of this type are inconsistent with the aims of the LEP and are not considered to be consistent with the principles of ecologically sustainable development, and is a development type that is often inconsistent with the co-ordination of development with the provision of public infrastructure and services. Creation of additional lifestyle lots would potentially hinder the proper and orderly development of urban areas in the future and would be inconsistent with the objectives of the R5 zone. It is also noted that other rezoning proposals have since proceeded which may have alleviated the significant shortfall concluded by the supply and demand analysis conducted in 2018.

The Draft PP also does not include a social and economic impact assessment. The supporting reports do not consider at all the potential adverse amenity impacts on that would be associated with the approval of the Draft PP and subsequent DA’s, including, but not limited to, the following:

- The concerns of the landowner have not been addressed, the Draft PP reports do not address the impacts to their amenity despite being a directly affected property.
- Significantly reduced privacy would be a result of the approval of the Draft PP and subsequent DA's. Impacts on privacy have not been addressed.
- Change to the landscape and streetscape character of the area and loss of the rural lifestyle.
- A noise impact assessment has not been completed by the proponents of the Draft PP. Noise impacts from occupation have not been considered, specifically the change in character and significant increase in potential occupant numbers would result in an increase to the typical background noise level, including increase noise from amplified and non-amplified noise. There is also risk of increased noise complaints associated with an increase in dwelling numbers and decrease in spatial separation between lots and dwellings.
- Increased road traffic. The proposed development will 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), increasing traffic noise adding to the unwanted change to the noise character of the area from rural to urban, a potentially significant change for the landowner.
- Visual impacts, including increased overlooking and view conflicts between dwellings due to the nature of the potential subdivision and rural fencing that would typically be used. No visual assessment has been completed to fully understand the visual impact of the reduction in lot size.
- Decline of property value due to the change in character (due largely to reduction in separation from other dwellings and reduction in privacy and loss of enjoyment value).

The Draft PP should not be supported as the adverse impacts on the landowners' amenity and potential for loss of enjoyment of their land, existing dwelling and current character of the area has not been fully considered.

1.2.3 Other LEP/Environmental matters

Biodiversity

There is no biodiversity study (preliminary or otherwise) supporting the Draft PP. As indicated earlier in this report, the Draft PP documentation, prepared in 2019, indicates the land has been bio-certified for the urban area and as such is not likely to affect any threatened species, population or ecological community, or its habitat. However, the biodiversity certification has now expired, and the Draft PP should consider these impacts upfront.

The LEP maps the area as subject to the Terrestrial Biodiversity overlay. The Draft PP supporting documents state that no native vegetation would be impacted by the future development. However, no flora and fauna assessment has been completed and there is no consideration of ground covers or grasses or potential for remnant paddock and/or habitat trees. The Commonwealth Protected Matters Search Tool (PMST) results also show there is potential for the presence of Threatened Ecological Communities (TEC's) and species.

Heritage

There is no Aboriginal heritage report (preliminary or otherwise) supporting the Draft PP. No landform analysis has been considered. The land is within 200m of overland flow path/ephemeral

waterway and would not be avoided by the future development. A visual inspection stage of the Due Diligence process may need to be implemented.

Overland flow

Overland flow is considered in the drainage and sewer assessment (MJM, 2019) but what overland flow is included and how it has been determined is not clear. It is unclear if it includes impacts of overland flow flooding as mapped in Figure 5 below in the calculations and assumptions. The assessment completed is considered inadequate especially given the LSPS requires a precinct wide assessment to be prepared, considering other similar approved and proposed rezonings.

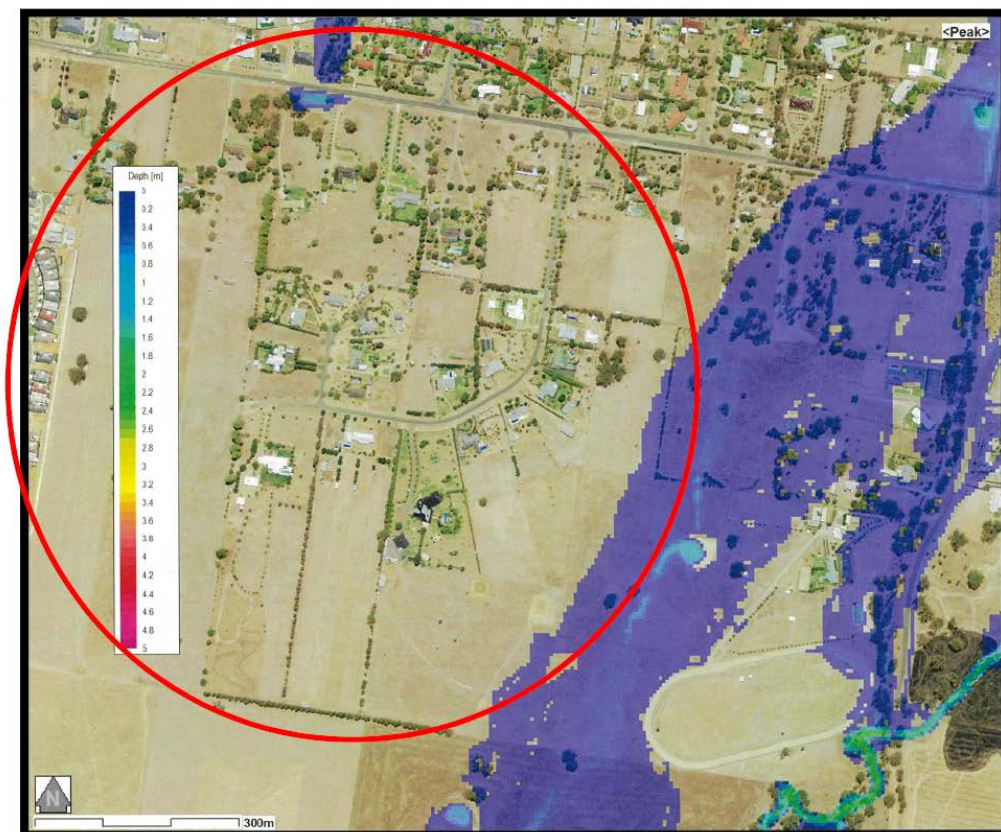


Figure 5 Overland flow mapping

Overflow impacts would be a concern for the community as cost implications for damage would impact the community through a number of ways including:

- Potential risk to life and property;
- Draining on community resources during an event;
- Impacts on roads, and other infrastructure proposed to be introduced and cost of repairs; and
- Rising cost/unaffordable insurance premiums/risk of creating uninsurable properties.

In considering the above, it would make sense to wait for the review the Major Overland Flood Study of 2011 to be completed to ensure potential impacts can be fully understood, particularly as

the levels of less than 250mm, a level close to the DCP provision for safe vehicular access in flood waters:

- *the depth of water for vehicular access shall not exceed 300mm.*

There are overland flow depths noted of up to 800mm along Gregadoo Road; due to the concerns with the information presented, it is considered that the proposed reduced minimum lot size is inappropriate and should not be supported, particularly on those lots shown to be affected by the current modelling shown in Figure 5.

Traffic

As stated in the traffic assessment the proposed development 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) (Spotto Consulting, 2020). This is a significant increase in an area that would generally only have local traffic and for only 28 lots (within the mapped Draft PP area currently containing dwellings equal to 207 vehicle movements at 7.4 movements a day). The proposed 130 lots, at an equivalent of 7.4 movements a day would equate to **962** vehicle movements, an increase of **364%** over the current levels.

The increase in traffic would reduce existing amenity by increasing traffic on the roads, and would increase noise, odour and air quality (particulate) impacts.

2. References

- DPE. (2017). *Riverina Murray Regional Plan 2036*. Dubbo: Crown NSW Government.
- MJM. (2019). *Drainage and Sewer Report*. Wagga Wagga: MJM Consulting Engineers.
- MJM. (2020). *Planning Proposal Masterplan Report*. Wagga Wagga NSW: MJM Consulting Engineers.
- Salvestro Planning. (2018). *Planning Proposal – Minimum Lot Size Amendment*. Wagga Wagga: Salvestro Planning.
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- WWCC. (2013). *Wagga Wagga Spatial Plan 2013-2043*. Wagga Wagga NSW: Wagga Wagga City Council .
- WWCC. (2021). *Local Strategic Planning Statement Planning for the future: Wagga Wagga 2040*. Wagga Wagga NSW: Wagga Wagga City Council.
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