



Addendum to Planning Proposal

Reference

LEP18.0014

PART 3 JUSTIFICATION

1. Population growth and housing demand

The addition of dwellings to the housing stock is a major driver of population growth in the city, providing opportunities for households to relocate from other areas or new households to form locally. At a growth rate of 1.2% the population of Wagga Wagga will exceed 80,000 people in 2040, however the city must plan to grow to beyond 100,000 people. To accommodate a 2% population growth to 100,000 people and an additional 14,000 homes by 2040, 1,750 hectares of land is required if density rates continue at 8 dwellings per hectare.

The supply of residential land was last considered in 2013 as part of the Wagga Wagga Spatial Plan 2013-2043 that identified that there was approximately 426 hectares of urban release area. At a density pattern of 8 dwellings per hectare this equates to an additional 3,500 dwellings. From this, current greenfield areas can accommodate 10 years supply of housing at the projected growth rate and 5 years supply at the aspirational growth rate of 2%.

Whilst the majority of housing will be provided within urban release areas, infill development through redevelopment and intensification (as proposed by the planning proposal) will also play a vital role in utilising existing services to accommodate the growing population of the city. It will also contribute to the mix of housing types available in the city.

2. Land use strategies underway and interim arrangements

City Strategy is currently in the process of reviewing and developing new land use strategies for the city. One of the key priorities is to consider the location of future growth areas and to identify areas in the city that may be intensified through subdivision.

Noting that it will take some time to complete the above strategic work, landowners may as an interim arrangement lodge planning proposals to increase the development opportunities for their properties prior to the finalisation of the strategic work. Planning proposals will be considered on merit and the onus is on the proponents to provide Council with the necessary information to undertake assessments to determine if there is sufficient justification for a planning proposals to proceed prior to the completion of the above strategic work.

3. Consistency with strategic directions

Even though the planning proposal is not supported by a local housing strategy endorsed by the Department of Planning and Environment, the Wagga Wagga Spatial Plan 2013/2043 which is endorsed by the Department of Planning and Environment identifies several approaches to addressing land demand for urban purposes in the city and encourages additional housing opportunities within existing urban areas where existing services and amenities are already provided. The proposal to rezone the land is based on site opportunities to optimize the use of available land that is currently serviced by public infrastructure and accessible to existing local community facilities and therefore considered generally consistent with the provisions of the Spatial Plan.

The proposal is also consistent with the recommendations of the Riverina Murray Regional Plan 2036, the draft Activation Strategy, Section 9.1 Ministerial Directions as well as all relevant State Environmental Planning Policies.

4. Justification for a reduced minimum lot size provision

The proponent provided the following justification for the proposed reduction in of minimum lot size provision:

“The land is located opposite existing R1 General Residential land and is surrounded by existing urban infrastructure that would enable servicing of land at greater densities than currently permitted by LEP2010. The proposal would provide a transition of lot size between existing general residential and other large lot residential precincts in the locality, while retaining a semi-rural backdrop to land adjacent Marshalls Creek.

There is a limited stock of available land to develop at the proposed density under the R5 zone, particularly as there have been no significant rezoning of this type of land since the implementation of LEP2010. A supply-demand analysis, provided as an attachment to this planning proposal, has indicated a significant shortfall of appropriately zoned and serviced rural “lifestyle” lots to meet ongoing demand and choice. Higher density development of the land would be a natural and more efficient use of land resources within a connected local environment.

The boundaries of the proposed minimum lot size amendment have been determined based on the following factors:

- *Proximity and accessibility to existing urban services and facilities*
- *Appropriate separation distance from the Koorinal Sewerage Treatment Plant*
- *Land that would be available for large lot residential development in relation to existing native vegetation cover*
- *Sufficient land area to allow for flexibility in lot design taking in account site opportunities and constraints*
- *Minimising overland stormwater flow impact*
- *Other land further south of this proposed minimum lot size boundary has increasing limitations in respect of proximity to the Koorinal Sewerage Treatment Plant, existing fragmentation and subdivision pattern, other*

incompatible zonings (RU1), proximity to the existing creek, other potential flooding impacts and extent of native vegetation cover.”

Although the proposed amendment is not a direct result of a strategy identifying appropriate minimum lot sizes for the wider area, the proposed 0.15ha minimum lot size restriction is considered appropriate and large enough to enable any future subdivision of the site to be designed in a manner which minimises potential conflicts between rural residential properties and the adjoining agricultural land. It will allow the land to be subdivided in a manner which will be compatible with the existing character and amenity of the area. The new lot size provision will increase the development yield of the site to approximately 24 lots, however due to the existing tree canopy on the site, the final subdivision is expected to result in no more than 10 additional lots.

5. Natural hazards

The main recognised mechanism for flooding in Wagga Wagga is the Murrumbidgee River. Flooding can also be caused by local rainfall. Recent events have emphasised that numerous areas of Wagga Wagga are liable to overland flow flooding following intense rainfall. Overland flow paths are known to be problematic and difficult to assess and mapping is used to identify the extent, along with the areas subject to potential inundation.

The subject land is mapped as being impacted by overland flow and the Wagga Wagga Spatial Plan 2013 indicates that intensification not be supported on land affected by overland flow. Council recently commenced with the review the Major Overland Flood Study of 2011 (the source of the current mapping) and the main aim is to improve mapping tools and management strategies. The strategy will identify hazards to guide rezoning and identify areas that may be suitable for intensification. It will also identify areas where intensification are best to be avoided and make recommendations for areas where appropriate planning controls could be introduced to mitigate risk as a result of overland flow.

Until this work has been completed, it is the responsibility of applicants to address the impacts of overland flow flooding on any proposed development and broader context and to provide management solutions in an effort to address the inconsistency of the Spatial Plan.

The most recent mapping indicates the 1% AEP depths and levels across the site are less than 150 mm and as such the impact is considered minor. Accordingly, the off-site flood level impact is viewed as relatively minor. Further consideration of the development concept would occur at development application stage and could include design measures to lessen the flood impact if required.

6. Infrastructure

One of the key issues to consider with LEP amendments is the ramifications of any proposal on existing infrastructure and the ability of existing networks to cope with increased demands. Phasing and service planning of new development areas must ensure that services can be equitably provided to meet baseline community needs and expectations.

The site is located in an existing urban environment and has access to existing services and infrastructure including roads, reticulated water and waste collection services. Other infrastructure networks and services, including public transport, waste management/recycling, health, education, emergency, mail and other community services are established in the local area and accessible to the subject site.

The area is currently on pressure sewer. This is only sized for the existing lots and has no additional capacity. Depending on the lot yield, further subdivision would require the development to be serviced by a gravity sewer system discharging to a Sewer Pump Station. Construction of a sewer rising main would be required to a point where it can connect into Council's existing system which will be able to carry the additional load.

There is no stormwater infrastructure in the area. Runoff is overland flow into roadside table drains with limited capacity. A Stormwater report would be required as part of the future development application to address how additional flow would be safely handled taking into account the existing overland flow flooding identified in the MOFFS 2015 study.

Koorungal Road is a key active travel route with the off road shared path running from Lake Albert Road through to Copland Street connecting residents to the city. The additional traffic flows generated by this proposal will be adequately accommodated within the existing public road environment, including the current arrangements with the Koorungal Road/Vincent Road intersection. No direct vehicular access to individual lots will be available off Koorungal Road. All vehicular access and egress arrangements will be established via a common internal road (either public or private). Appropriate intersection treatments can be established within both the Koorungal Road and Vincent Road reserves to ensure safe access and egress to the development area. The detail of this can be finalised as part of any future development application for subdivision.

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| PART 6 PROJECT TIMEFRAME |
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| TASK | Anticipated timeframe |
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| Anticipated date of Gateway Determination | March 2019 |
| Anticipated timeframe for completion of required technical information | N/A |
| Timeframe for Government agency consultation | April 2019 |
| Commencement and completion dates for public exhibition. | April 2019 |
| Dates for public hearing | N/A |
| Timeframe for consideration of submissions | May 2019 |
| Timeframe for the consideration of a proposal post exhibition | May 2019 |

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| Date of submission to the Department to finalise the LEP | June 2019 |
| Anticipated date RPA will make the plan | July 2019 |
| Anticipated date RPA will forward to the Department for notification | July 2019 |