

BRIEFING DETAILS

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| BRIEFING DATE / TIME | Wednesday, 16 February 2022, 10:00am – 10.45am |
| LOCATION | Teleconference |

BRIEFING MATTER(S)

PPSSTH-111 – Albury City Council – DA010.2021.00038793.001 – 525 Swift Street, Albury NSW 2640 – Alterations and Additions to Community Facility - Albury Entertainment Centre

PANEL MEMBERS

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|---------------------------------|---|
| IN ATTENDANCE | Chris Wilson (Acting Chair), Renata Brooks and Tim Fletcher |
| APOLOGIES | None |
| DECLARATIONS OF INTEREST | None |

OTHER ATTENDEES

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| COUNCIL ASSESSMENT STAFF | Marius Shepherd, Sarah van Meurs, Matt Wilson, David Christy |
| OTHER | Amanda Moylan - DPE |

This was a preliminary briefing and the application is yet to be fully considered by the Panel. Additional matters may arise from more detailed consideration in the future.

KEY ISSUES DISCUSSED

- Council provided a background to the proposed development
- Notification period - no submissions received
- External referrals completed
- Application prepared by external consultant (Habitat) on behalf of Council
- Matter is to be reported to Council on 3rd March for information

Archaeological Assessment

- Potential archaeological deposits (former hospital site)
- Conditions of consent proposed to deal with uncovering of any archaeological items

Site context

- Proximity to Heritage Conservation Area (confirmed that conservation area does not extend to Swift Street)
- Location of the Wilson St Car Park relative to site and location of pedestrian access points
- Location of public ground level and multi deck car parks at Wilson St, Smollet St and Kiewa St

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- No trees are proposed to be removed

Car Parking, Traffic and Access

- Car Parking provisions under the Albury DCP (Community facility requires 1space per 10sqm generating an additional 272 spaces)
- Council confirmed that no additional car parking spaces are proposed in association with the development. The facility is to continue to rely on existing car parking arrangements, including public carparking within close vicinity of the site and on street car parking within walking distance.
- Hours of operation (late afternoon, evenings, and weekends) will tend to coincide with latent car parking capacity in the CBD
- Access points to existing parking within CBD
- Bus pick up/drop off zone within Swift St
- Pattern of operations
 - existing users of the facility confirmed to be largely local patrons during the day
 - special events being held in the evenings
 - day uses generally relate to school uses (school plays, performances etc) while concerts are generally afternoon and evening
- Disabled access - disabled on street car parking spaces are directly accessible to the site and a drop off zone is available within the front of the site.
- CBD parking strategy (reduction in reliance on car parking in CBD and emphasis on walking and riding) and rationalisation of parking into key areas.
- Revision of DCP parking controls underway to reflect CBD parking strategy and master plan.
- Previous assessments of car parking for DAs within the precinct (2012/13 major re-development of MAMA (regional art facility) accepted utilisation of existing car spaces within the square precinct).
- Time limited on street car parking around the site
- Council currently considering feasibility of extending Wilson St parking to 2 additional levels.
- Contributions (7.12 area with a flat levy). Parking shortfall is generally dealt with via a planning agreement. (\$15k per space to provide augmentation within existing car parking areas).
- Potential to utilise a VPA to fund Wilson St parking upgrades
- Potential strategies and deliverables for inclusion in Transport Management Plan (opportunities to reduce car parking demand by providing options to minimise car parking demand) including shuttle service, notifications of parking options for users, mode sharing arrangements to encourage walking, cycling and car sharing,
- The Panel requested the assessment report;
 - Address all matters raised in the briefing
 - explore and consider options (including the feasibility of a VPA) for car parking contributions in lieu of the car parking shortfall and to fund additional CBD public parking, as an alternative to relying on existing car parking.
 - check and confirm retention of drop off zone on the site and clarify arrangements for access for people with disabilities
 - Consider what should be included in the proposed Transport Management Plan and whether proposed strategies are feasible and deliverable, for example travel mode share incentives to reduce dependency on cars and the need for parking.

Servicing and other matters

- Large service vehicles access and manoeuvrability
- Provisions for waste removal
- Odour assessment – the Panel requested the assessment report clarify if there is to be any increase in odour emissions.

TENTATIVE DETERMINATION DATE SCHEDULED FOR JUNE 2022

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