

From: noreply@feedback.planningportal.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Webform submission from: [webform_submission:source-title]
Date: Saturday, 15 August 2020 12:12:19 PM

Submitted on Sat, 15/08/2020 - 12:09

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Geoff

Last Name: Wellington

Name Withheld: No

Email: [REDACTED]

Suburb/Town & Postcode: Brucedale 2650

Submission file:

[submission-activation-precincts-sepp,-wagga-wagga-special-activation-precinct-master-plan.pdf](#)

Submission: Activation Precincts SEPP, Wagga Wagga Special Activation Precinct Master Plan I generally support the Special Activation Precinct Master Plan: - Regional development - Jobs within the SAP and the flow on into the wider community jobs and services - Social and Cultural benefits to the diverse community - Increase the relationship and cultural learning between 1st and 2nd Peoples - Manage environmental outcomes across the region in a planned way that lessens impacts on all. However, there is a number of issues that I feel need addressing: - Traffic management within the whole region not just the SAP - The impact on residents within the buffer zone and generally in the a joining area - Environmental plans - Cultural plans Please see attached statement for further details

URL: <https://pp.planningportal.nsw.gov.au/WaggaWaggaSAP>

Executive Director Regions,
Industry and Key Sites Department of Planning, Industry and Environment
Locked Bag 5022,
Parramatta NSW 2124

Submission to the
Activation Precincts SEPP,
Wagga Wagga Special Activation Precinct Master Plan

Dear

I generally support the Special Activation Precinct Master Plan:

- Regional development
- Jobs within the SAP and the flow on into the wider community jobs and services
- Social and Cultural benefits to the diverse community
- Increase the relationship and cultural learning between 1st and 2nd Peoples
- Manage environmental outcomes across the region in a planned way that lessens impacts on all.

However, there is a number of issues that I feel need addressing:

- The impact on residents within the buffer zone and generally in the adjoining area
- Traffic management within the whole region not just the SAP
- Environmental plans
- Cultural plans

I believe that Wagga will benefit greatly from increasing its business and light industrial capacity. It will develop jobs both within the SAP but also multiply into other services and benefits for the whole community. In the longer-term Australia needs to develop regional Australia in smart, innovative and environmental ways that benefit the common good, not only our human and cultural diversity but also our environmental outcomes. The current Covid-19 situation highlights the benefit of smaller regional cities. Strong regional cities provide supply chain capacity to all Australians as well as the ability to develop a sophisticated manufacturing industry. There is no doubt that Wagga is uniquely placed to do these things and we should do them for the benefit of all.

In all of this the ability to develop a fuller understanding and deep commitment to relationships with Aboriginal people is essential. The SAP potentially provides an opportunity to develop this relationship further and build on the rich cultural heritage and learning of first peoples. As a community such an increased cultural relationship spreads and flows into the already diverse cultural experience that enhances everyone's sense of belonging and responsibility to make this area a great place to live. When people experience the validation of their cultural experience and mono-cultural tropes are dispelled the wider community becomes richer and more nuanced and we all win.

As our population increases and the need for more jobs and housing and infrastructure rises, the need for good and well thought out planning also increases. I support the general thrust of this planning with its 30-50-year timeline as this provides good timelines to get things done, think through the consequences of any actions and genuinely consult with the community and those directly impacted by any decisions. Good planning also supplies opportunities for well thought out environmental outcomes. While not all impacts can be avoided planning can lessen these and provide certainty to the wider community as they plan for their livelihood's and business.

However, there is a number of issues that I feel need addressing. Reading through the Master Plan it occurs to me that while a buffer zone provides certainty for the business within the SAP and certainty for residents as far as noise and odour levels are concerned. The buffer zone stifles further development by those residents. Land values, access to property, loss of cultural identity now and into the future are some of the impacts those of us within this zone will face. While I understand and can see benefits why the plan would want to create a buffer zone there is no provision to offset this impact of the existing residents. **If the SAP is to go ahead then I believe Wagga Council should offset this impact with a special rating for those residents in the buffer zone.** Personally, for the common good I am prepared to fore go any potential increase in land value and put up with other increased impacts, but some recognition by the wider society is needed here.

Traffic management is of course going to be a vital issue with any development of the SAP. Even without the SAP the longer-term management of traffic with the Wagga Wagga Council area is a major concern. The Murrumbidgee River a wonderful natural asset of this region but is also a major obstacle to traffic management. The traffic Management report while comprehensive relies on old data, it is confused about which scenario will occur and, in my view, gives little attention to the flow on effect within the wider community of increased traffic because of any SAP development. It is not good enough to rely on "reviews of road capacity" down the track when the provision of major infrastructure like a second or even third bridge crossing will be needed. Long term planning is needed here by all levels of Government to ensure that funding is in place and local residents are not adversely impacted. The current plan does not give sufficient weight to this currently. **I was disappointed not to see a plan to have a major upgrade of the Eunony Bridge and linking roads to enable double carriage way (with heavy vehicle capacity) north south from the Stuart Hwy to the SAP and then on to Olympic Hwy.** This would seem most sensible to me as it provides good access to the SAP links the two Highways and lessens the impacts on local traffic. Any future plans to divert the Stuart Hwy around the south of Wagga at any future date would also be possible to link to that road. The plan to encourage local traffic particularly from Estella and region across the Hampen/Wiradjuri Bridge is a good idea. It will lessen the longer-term impact on the Gobbagombalin Bridge. However little attention has been given to the impact of flooding in the approach roads. While floods are not often or last all that long the short-term impacts for locals and even the SAP will be severe when this does occur. This approach then cannot be seen as a long-term solution to traffic management but only a secondary offsetting of the situation.

Traffic on the Olympic Hwy is also a major concern for the local residents. The traffic report gives little attention to the flow on effects of the SAP to the wider community increase in

traffic. There is also no linkage of the planning of sound and odour in the SAP to the increase in traffic noise/odour and access for locals. It is all very well to have the noise and odour levels mapped for the industries that will locate in the SAP and their impact on locals but that takes no account of the increase, particularly in noise from traffic, not to mention access to and from the Olympic Highway. The traffic report and Master Plan indicates only one side of the Highway would be vegetated to decrease noise, odour and visual impact. **I would suggest that both sides of the Highway should be vegetated to decrease these impacts.** Other major Highways have this sort of vegetation buffer zone in place already. While that increases other issues like fire and wildlife the increase in noise from traffic is going to be significant for local residents. This is already a concern for locals and consideration should be given to dropping the speed limit to 80km/h and to limit the exhaust braking on heavy vehicles from Mary Gilmore Road towards Wagga.

The other traffic issue faced already but will increase markedly with any SAP is local access to properties along the Olympic Highway. **Provision for a service road or at least turn in lanes for local properties should be part of the SAP Master Plan.** It is going to be a significant problem down the track for those wanting to turn across the Olympic Highway out of their properties or out of Brucedale Drive. The potential for a major traffic accident is high and with industrial goods being transported the impact for business and humans is large.

The environmental and cultural aspects of the SAP Master plan while good in principle don't seem to be intricately linked to the development of the plan. For this SAP plan to work well all of these aspects of landscape and the cultural significance of the area is essential. **I believe there is scope in the plan to strengthen the environmental and cultural outcomes by increasing the contributions business make to the Wagga Council. Wagga Council will also have to step up its focus on developing these aspects of the plan and develop a strategy to get local community groups involved in both the plan and its implementation.**