

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: Activation Precincts SEPP and the Wagga Wagga master plan
Date: Monday, 28 September 2020 12:34:25 PM

Submitted on Mon, 28/09/2020 - 12:33

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Gordon

Last Name: Murray

Name Withheld: No

Email: [REDACTED]

Suburb/Town & Postcode: Brucedale 2650

Submission file: [webform_submission:values:submission_file]

Submission: I welcome the concept of a detailed development plan for the Special Activation Precinct at Bomen and Brucedale. It will allow for responsible industrial development and separate this from residential areas. Well designed and built, it should be visually attractive and not adversely affect the local environment. I like the idea of staged development with clear guidelines on what is expected of companies wishing to build businesses in the area. The identification of significant existing vegetation must mean that the plan will ensure its retention. The concept of a walking(/cycling?) track around the area to connect Wiradjuri sites, including views to local landmarks of cultural importance, is brilliant. Dame Mary Gilmore wrote of her childhood growing up in the land proposed for the SAP, particularly on the Wiradjuri uses for this country. As the track around Wagga Wagga on the south side of the river is called the Wiradjuri Walking Track, I suggest that the name given for the mirroring northern track be the "Mary Gilmore Track". My caveats for the plan are not its vision but its lack of detail and commitment. Because of this vagueness, I feel very uneasy about the "master plan". If you call it a "concept", you would be closer to the mark. I expect that the "development plan" will have specific details that will enable me to make an informed judgment. I will deal with specific concerns raised by the master plan in subsequent submissions.

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

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: Activation Precincts SEPP and the Wagga Wagga master plan
Date: Monday, 28 September 2020 12:49:01 PM

Submitted on Mon, 28/09/2020 - 12:47

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Gordon

Last Name: Murray

Name Withheld: No

Email: [REDACTED]

Suburb/Town & Postcode: Brucesdale 2650

Submission file: [webform_submission:values:submission_file]

Submission: My submission deals with the visual amenity of the SAP Preserving visual amenity with the SAP depends on tree plantings to screen development and choice of attractive colour schemes on buildings and other structures. The draft master plan shows attractive and practical plantings within the SAP and the buffer zone. These should also enhance biodiversity in the area. However, the how and when necessary to achieve these aims are not clear. Trees will take 15 to 20 years to reach heights that become effective as screens. The weather patterns have changed in our area leading to the deaths of many old native trees, some of which are several hundred years old. The master plan must ensure that plantings are done by persons or companies with a proven record of success. For example, the plantings along the Olympic Highway from Merino Road to the Gobba Bridge have resulted in an attractive approach to the City. The species planted for the SAP must be selected for their ability to grow and survive in the projected climate over this century. All existing old trees must be kept. Hollows vital for nesting sites and shelter for a variety of native birds and mammals do not form until trees are several hundred years old. The allowing of "small scale solar farms" (up to 35 ha) in the Rural Activity Zone threatens many such trees. The present buildings at Bomen are basically white, making these buildings stand out. The master plan should mandate building colours appropriate to the landscape to improve the visual amenity. Strict staging of development from south to north is vital to prevent an unsightly appearance of structures scattered across the whole area. There should be no development north of Trahairs Road until the land south is fully occupied.

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

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: Activation Precincts SEPP and the Wagga Wagga master plan
Date: Monday, 28 September 2020 12:56:05 PM

Submitted on Mon, 28/09/2020 - 12:54

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Gordon

Last Name: Murray

Name Withheld: No

Email: [REDACTED]

Suburb/Town & Postcode: Brucesdale 2650

Submission file: [webform_submission:values:submission_file]

Submission: The master plan indicates that solar farms up to 35 ha can be built in the Rural Activity Zone south of Sutherlands Road, stipulating one such farm per lot. Since there are at least 20 lots in the area bounded by Sutherlands Road, the ridge west of Poiles Road, and the Olympic Highway, presumably up to 700 ha of solar farms could be constructed. The plan indicates that there would be constraints on locations either for visual impact or unsuitable slope, but fails to define just where solar farms could be located. The Rural Activity Zone contains many old trees, which are supposed to be retained. What mechanism is in place to ensure their preservation alongside development? Solar farms in this area will affect the visual amenity of the area for residents of Mt Pleasant and for Olympic Highway traffic. The proposed track to link Wiradjuri sites and to enable all people to connect with country has vistas over the whole area. It will be vital to keep the views consistent with these aims. I asked at public meetings just how many solar farms could be constructed in the Rural Activity Zone but failed to receive a clear answer. The visual amenity study concluded that any built immediately south of Sutherlands Road would have an impact on views from Mt Pleasant, with the effect diminishing for those situated further south. I request that the development plan be clear and honest concerning solar farms and other developments that could occur in the Rural Activity Zone. Our original understanding was that this zone would be a buffer zone but it now seems to be a development zone.

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

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: Activation Precincts SEPP and the Wagga Wagga master plan
Date: Monday, 28 September 2020 1:16:24 PM

Submitted on Mon, 28/09/2020 - 13:15

Submitted by: Anonymous

Submitted values are:

Submission Type: I am making a personal submission

First Name: Gordon

Last Name: Murray

Name Withheld: No

Email: [REDACTED]

Suburb/Town & Postcode: Brucesdale 2650

Submission file: [webform_submission:values:submission_file]

Submission: This submission deals with transport. 1. Road connections (Intersection Upgrades) to the SAP The master plan acknowledges that these will need to be improved but gives no timeline or priority for this, apart from "at the appropriate time". The Transport and Traffic Plan shows the installation of a roundabout at the Olympic Highway/Merino Road intersection between 2030 and 2040. The recently completed Merino Road has a well-designed intersection with Byrnes Road. However, the intersection with the Olympic Highway is a Curate's Egg. The merging lane going south on the Highway is excellent, as is the left turn lane for highway traffic from the north to turn into Merino Road. In contrast, the right turn out of Merino Road heading north on the highway is highly dangerous with even the present low level of traffic. I have been heading north on the highway a few times already to find a heavy vehicle turning out of Merino Drive and heading north slowly up the hill, with no merging lane. Other local residents have told me of similar experiences. The highway is narrow with no shoulder and has bends giving limited opportunities for safe overtaking. Heavy vehicles have difficulty reaching highway speeds till they reach the top of the climb, about 4 km long. There do not seem to be any plans for upgrading the Olympic Highway north of the Merino Road intersection. Thus, the Merino Road junction has the potential to be another Old Narrandera Road intersection, which has seen numerous serious crashes and at least one death. The "fixes" and upcoming works at this intersection are unlikely to alleviate the problem, showing that it is imperative to get an intersection right the first time. Upgrading of the Olympic Highway to modern standards must be an initial part of the SAP if it is to meet its obligation to community safety. The "appropriate time" is NOW, not in 10 or 20 years. 2. Trains I question the figures for the number of coal trains remaining high to 2050. If the SAP is part of a strategy to become carbon neutral, why are there any coal trains operating after 2030, the latest date for us to keep the temperature rise below 1.5C°? Does this mean that the State Government has no intention of achieving this goal? Stopping and reversing the present rapid change in the region's climate is essential if the projected increases in crop and animal products that will be moved through the RiFL are to be met. It is of grave concern if state planners are still assuming an increase in coal mining for the next 40 years.

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