

WAVERTON PRECINCT MEETING

Tuesday 2nd July 2024

MINUTES

1. WELCOME AND APOLOGIES

The meeting commenced at 7.35

Chair: KA

Minutes: IB

Attendance: 7

Apologies: IG, DL

2. CONFIRMATION OF PREVIOUS MINUTES:

The confirmation of the previously circulate draft minutes was moved by KS and seconded by VY "That the June 2024 minutes be accepted".

Carried unanimously.

3. EXISTING BUSINESS

NSC response to Waverton Precinct motions and requests. No further action at this stage was required.

4. NEW BUSINESS

i). Shops on the northern side of the rail line on short term leases. It is understood NSC and Railways have met to discuss the future of this railway land.

Request Council to advise on these discussions.

ii) DA 97/2024 97 Bay Road – former Water View Café. Currently undergoing modifications. Type of café not yet known.

iii) DA 78/2024 – 18 Larkin St. Concern was raised that this DA breaches the height limit and the building setback provisions. It overshadows and overlooks adjoining properties more than is reasonable. The lift shaft is an unattractive and unsuitable intrusion into the streetscape. It should not be approved in its current form.

iv) NSC in caretaker mode until the next Council elections.

iv) State Governments Transport Oriented Development (TOD) Programme

The State Government has embarked upon a program of increasing the density of residential development around key transport hubs, particularly rail stations.

The Precinct believe that while this move is commendable and necessary, just upping density without supporting planning to create liveable, attractive and Eco-friendly communities is problematic.

Transport hubs have:

- *Evolved* -often already dense development with a strong character and a sense of place.
- *Few idle sites* - Intensification requires disruption of centre with serious implications for jobs and retail
- *Concentrated and high social value*. They often present as neighbourhood centres with high community values, heritage and shopping considerations.

The following are some of the basic principles which should be adopted:

1. *Select transport hubs where it is possible to get good outcomes.*
2. *Undertake broad master planning of the locality to:*
 - i. Build on its strengths
 - ii. Heal its deficiencies
 - iii. Contribute activities and space.
 - iv. Complement the centre rather than exploits it.
3. *Match the scale to the site* - Impacts of bulk and scale are directly related to the sites surrounds, including existing buildings, activities, access, landscapes, orientation and topography.
4. *Practice Eco density* - Base planning limits such as height/FSR with bonus for quality design, reducing ecological footprint, incentives for green/sustainable design. Recycling of material etc. Provide measuring tools.
5. *Let transport work.* Drop of spots, clear access for other transport modes to connect.
6. *Allow for mixed use.* Additional retail, job opportunities may be needed to support the increased population.
7. *Protect and enhance the pedestrian experience.* Awnings over accessways to protect from sun/rain, vegetation, sculptures.
8. *Create green space/ recreational space.* Plant appropriate veg. attract birds/ butterflies. Trees for shade not a forest. Processes need to be in place to acquire new open space opportunities.
9. *Get the parking right.* Factor in the use of public transport and active transport, shared autonomous vehicles. Parking spaces can be shared and potentially converted at a later date to other uses.
10. *Allow for diverse forms of transport* including bikes and mobility scooters.

5. COMMUNITY ACTIVITIES AND UPDATES

No new activities

6. NEXT MEETING

The next meeting will be held at the Uniting Church Hall in Bay Road,
7.30pm on Tuesday 6th August

