
Special Activation Precinct

WAGGAWAGGA

Master Plan

May 2021





Acknowledgement of Country

We acknowledge the Wiradjuri people who are the traditional land owners of the Wagga Wagga Region. The Wiradjuri is the largest Aboriginal nation in NSW, living in Condobolin, Peak Hill, Narrandera and Griffith. There are significant populations at Leeton and smaller groups at West Wyalong, Parkes, Dubbo, Forbes, Cootamundra, Cowra and Young.

The Wiradjuri lands were signposted with scar trees and these and any other remaining artefacts will be identified and respected in the development of the Special Activation Precinct. We wish to design places where Aboriginal people are socially, culturally and economically included. We also acknowledge all the Aboriginal and Torres Strait Islander families in our community and acknowledge their physical and spiritual connections to their land.



Contents

1

Introduction		7
1.1	A unique opportunity for the Eastern Riverina	8
1.2	Planning Framework	11
1.3	History of the area	14

2

Vision		19
2.1	Principles for Wagga Wagga	20
2.2	Wagga Wagga Structure Plan	22

3

Controls		25
3.1	Economic Development	26
3.2	Place and Landscape	30
3.3	Environment and Sustainability	38
3.4	Community	63
3.5	Transport and infrastructure	64

Appendices		74
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Executive summary

Vision

As NSW's southern gateway supporting Australia's richest food and agricultural region, the Wagga Wagga Special Activation Precinct will be a sustainable hub of high value production and manufacturing supporting advanced industries and businesses which are connected to the world.

Purpose of the Master Plan

The Wagga Wagga Special Activation Precinct Master Plan is an important part of the planning framework for the delivery of the Special Activation Precinct. It is a statutory planning document that supports the State Environmental Planning Policy (Activation Precincts) 2020 (Activation Precincts SEPP).

It provides the Vision and Principles for the Wagga Wagga Special Activation Precinct, a Structure Plan and provisions to ensure that the vision is achieved. It also describes particular matters that should be addressed in more detail as part of the Delivery Plan, to be prepared in the next stages. An overview of the planning framework for Special Activation Precincts and how the Master Plan fits within it is provided in

1.2 Planning Framework on page 11 of the Master Plan.



Deliver between

**3,400 and
6,050**
jobs by 2040

What are Special Activation Precincts?

Special Activation Precincts are a new way of planning and delivering industrial and commercial infrastructure projects in certain areas in regional NSW to attract and grow businesses, provide more employment opportunities and stimulate the regional economy.

The NSW Government is supporting this approach by:

- leading the master planning that streamlines the planning pathways
- investing and delivering enabling infrastructure that supports businesses in establishing
- facilitating and supporting the establishment of new industries and businesses.

This means that businesses will be able to establish and grow with certainty and confidence knowing that the right planning framework is in place for fast approvals and that infrastructure is in place to start-up quickly and efficiently.

The creation of Special Activation Precincts is part of the NSW Government's 20 Year Economic Vision for Regional NSW and will be delivered as part of the \$4.2 billion Snowy Hydro Legacy Fund.

The Wagga Wagga Special Activation Precinct

The Wagga Wagga Special Activation Precinct is a 4,424 hectare (ha) site, located 8 kilometres north of Wagga Wagga city centre. It incorporates the existing Bomen Business Park at its centre. The Deputy Premier announced Wagga Wagga as a Special Activation Precinct in January 2019.

The Precinct will leverage the region's existing strengths in agriculture, transport and logistics and the economic opportunities associated with Wagga Wagga's strategic location, midway between Sydney and Melbourne, and just 10 hours' drive to Adelaide. It will also build on the success of the existing employment hub within the Precinct and major rail and logistics infrastructure investment, which has the potential to generate economic growth and business and employment opportunities for the Riverina region.

SPECIAL ACTIVATION PRECINCT

+ Job creation and economic development



Government-led studies

To create upfront strategic land use and infrastructure planning.



Fast track planning

Streamlined planning and environmental approvals to provide certainty and confidence to business. This may include providing for land uses that suit complying development or approval exemptions.



Government-led development

Tailored master plans for each Precinct with a delivery schedule that supports orderly development, sensitive to market drivers, landowners and infrastructure delivery.



Infrastructure investment

A solid business case for roads, water, power, digital connectivity and social infrastructure required for each functional, vibrant precinct.



Business Concierge

Targeted business concierge services to attract investment and support businesses to establish and grow in each precinct.

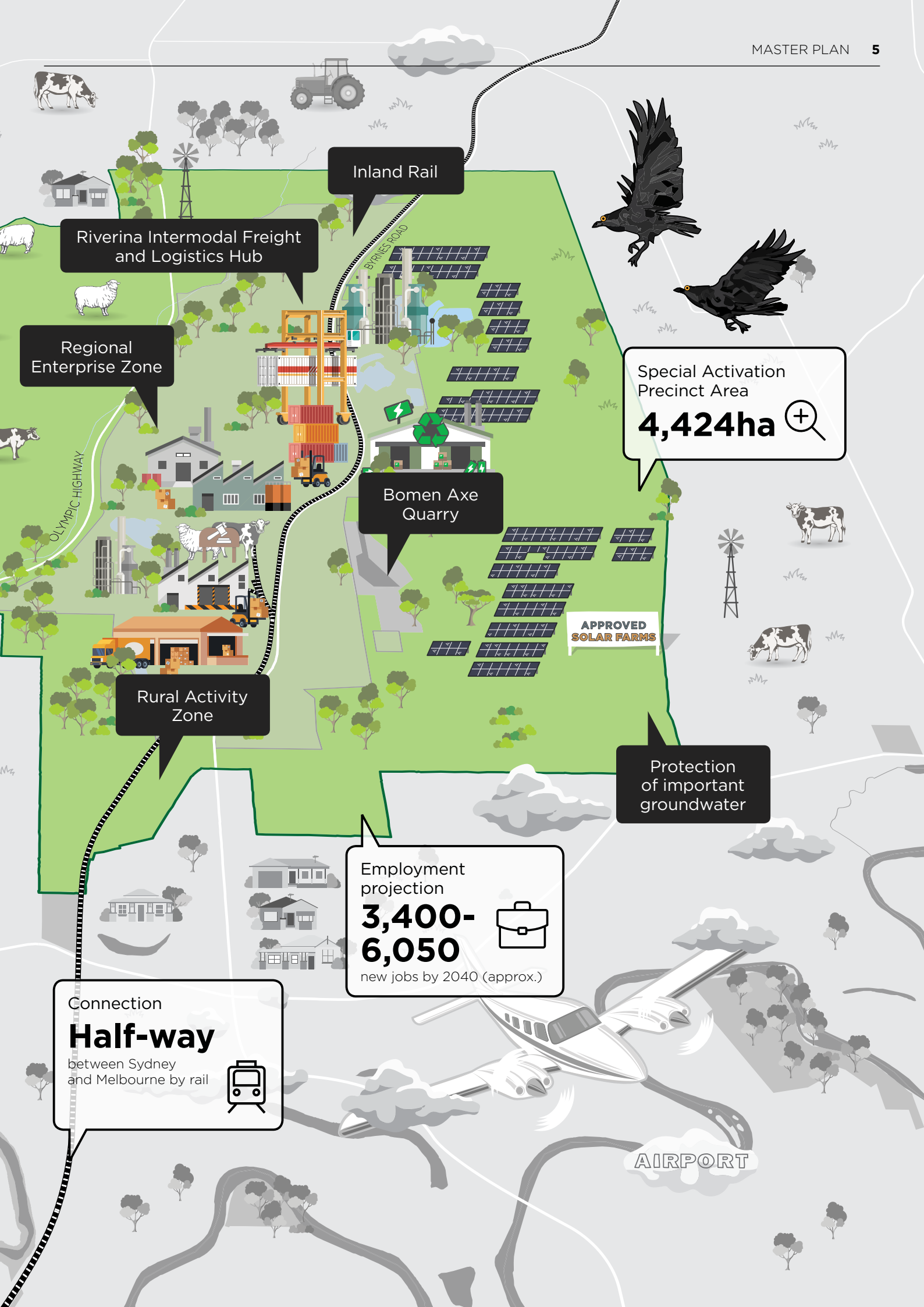
ACTIVATION

The Master Plan at a glance

- 1** A consolidated industrial precinct in the valley between the Olympic Highway and Byrnes Road, located to avoid areas of environmental importance, better leverage access to existing infrastructure and provide suitable buffers to surrounding residential communities.
- 2** The 1,314 ha Regional Enterprise Zone allows for a broad range of industrial and employment uses.
- 3** A 2,987 ha Rural Activity Zone provides a long-term strategy for reducing land use conflict by acting as a buffer between industry and denser residential areas. No additional residential uses, or large-scale solar farms are permitted in this zone.
- 4** The Precinct will provide for an estimated 40 years of demand and will be staged over time, with development being concentrated in the southern part of the Precinct initially and growing towards the north.
- 5** A new planning framework provides for most development to be Exempt or Complying Development, where it meets the requirements of the *State Environmental Planning Policy (Activation Precincts) 2020* (Activation Precincts SEPP), Master Plan and the Delivery Plan.
- 6** The Activation Precincts SEPP replaces the *Wagga Wagga Local Environmental Plan 2010* for land within the Precinct.
- 7** Detailed performance criteria for noise, air quality and odour.
- 8** Controls for protecting water resources, driving sustainability and protecting biodiversity.
- 9** Strategies for greening the Precinct – revegetation, connecting habitat and greening riparian corridors, roads and private lots.
- 10** Controls for the protection of sensitive sites and strategies for the interpretation and celebration of Wiradjuri culture and history.
- 11** Potential new streets, services and infrastructure to support sustainable growth over time.
- 12** Controls for built form, land uses, community and social infrastructure and safety.
- 13** Expected to deliver between 3,400 and 6,050 jobs by 2040 and between 4,150 and 7,550 jobs by 2060.

Figure 1: Wagga Wagga Special Activation Precinct Master Plan at a glance





Riverina Intermodal Freight and Logistics Hub

Regional Enterprise Zone


Inland Rail

Bomen Axe Quarry

Rural Activity Zone

Special Activation Precinct Area
4,424ha 

Protection of important groundwater

Employment projection
3,400-6,050 
new jobs by 2040 (approx.)

Connection
Half-way
between Sydney and Melbourne by rail 

APPROVED
SOLAR FARMS

AIRPORT



***The beauty of where
Wagga is located,
is that it's a hub for
this part of the world.***

Alan Johnston
CEO, Committee4Wagga



1

Introduction



1.1 A unique opportunity for the Eastern Riverina

Figure 2: Wagga Wagga’s strategic location





Expected
population growth
of around
90,000
by 2036

Wagga Wagga is the largest regional city in NSW and has access to 50% of Australia's population within a five-hour drive. The city has enjoyed steady population growth for the last two decades and has a current population of around 66,000 people. Within the next two or three decades, Wagga Wagga City Council (Council) is predicting this number to grow to around 100,000. Healthcare and social services are the largest industry sectors of employment, followed by retail, public administration and education and training.

Due to the steady growth in the region and investment in major projects by government and the private sector, Wagga Wagga is poised for planning and investment that will help future focused industries and employment sectors flourish.

The Wagga Wagga Special Activation Precinct will leverage the city's strategic location, its economic health and skilled workforce to become a thriving centre for economic activity, investment and innovation. As an employment centre for the Riverina region, the Special Activation Precinct will capitalise on the catalyst opportunities associated with Inland Rail. It will attract industries that specialise in agri-business, advanced manufacturing and packaging supported by its proximity to national freight and logistics, providing more jobs and boosting the region's economic development.

Businesses already established in the Bomen Business Park will set the foundation to build a world-class sustainable precinct, with the aim of achieving net zero emissions. Existing businesses include Teys meat processing, Council-run livestock saleyards, Riverina oil and bio-energy plant, Enirgi battery recycling, Austrak sleeper manufacturing, Proway livestock equipment, Great Southern Electrical, truck and transport operators and more. The planned Riverina Intermodal Freight and Logistics (RiFL) Hub, a freight precinct that will be located within the Bomen Business Park, will also play an important role in setting the Precinct's foundation.

To attract new innovative businesses and industries to the Precinct, this Master Plan has been developed, along with a new statutory planning framework – the Activation Precincts SEPP – that will streamline planning approvals and guide exemplary design outcomes for delivery of the Precinct. Targeted business concierge services will also be provided to attract investment and support businesses to establish and grow in the Special Activation Precinct while protecting and enhancing the environment. The Wagga Wagga Special Activation Precinct will be realised over the next 40 years, providing great outcomes for the community, economy and the environment now and for the next generation.

Images courtesy of Wagga Wagga City Council and Matt Beaver



Images courtesy of Wagga Wagga City Council and Matt Beaver



1.1.1 Governance

The NSW Department of Planning, Industry and Environment

The planning of Special Activation Precincts in regional NSW is the responsibility of the Department of Planning, Industry and Environment (the Department). The Department leads the master planning process, including the technical study process and community and stakeholder engagement.

The Regional Growth NSW Development Corporation

The delivery of Special Activation Precincts in regional NSW is the responsibility of the Regional Growth NSW Development Corporation (Regional Growth NSW).

Regional Growth NSW is a one-stop shop to support investors. Guided by the land use and industry types contained in the Master Plan, Regional Growth NSW will attract and facilitate investment in the Precinct, creating jobs in Wagga Wagga and supporting the NSW Government's vision for long-term growth in regional areas.

1.1.2 Land to which the Wagga Wagga Master Plan applies

This Master Plan applies to the land identified as the Wagga Wagga Special Activation Precinct in Schedule 2 of the Activation Precincts SEPP.

The area is shown in the illustrative Master Plan in **Figure 3: Wagga Wagga Special Activation Precinct Structure Plan**.



1.2 Planning Framework

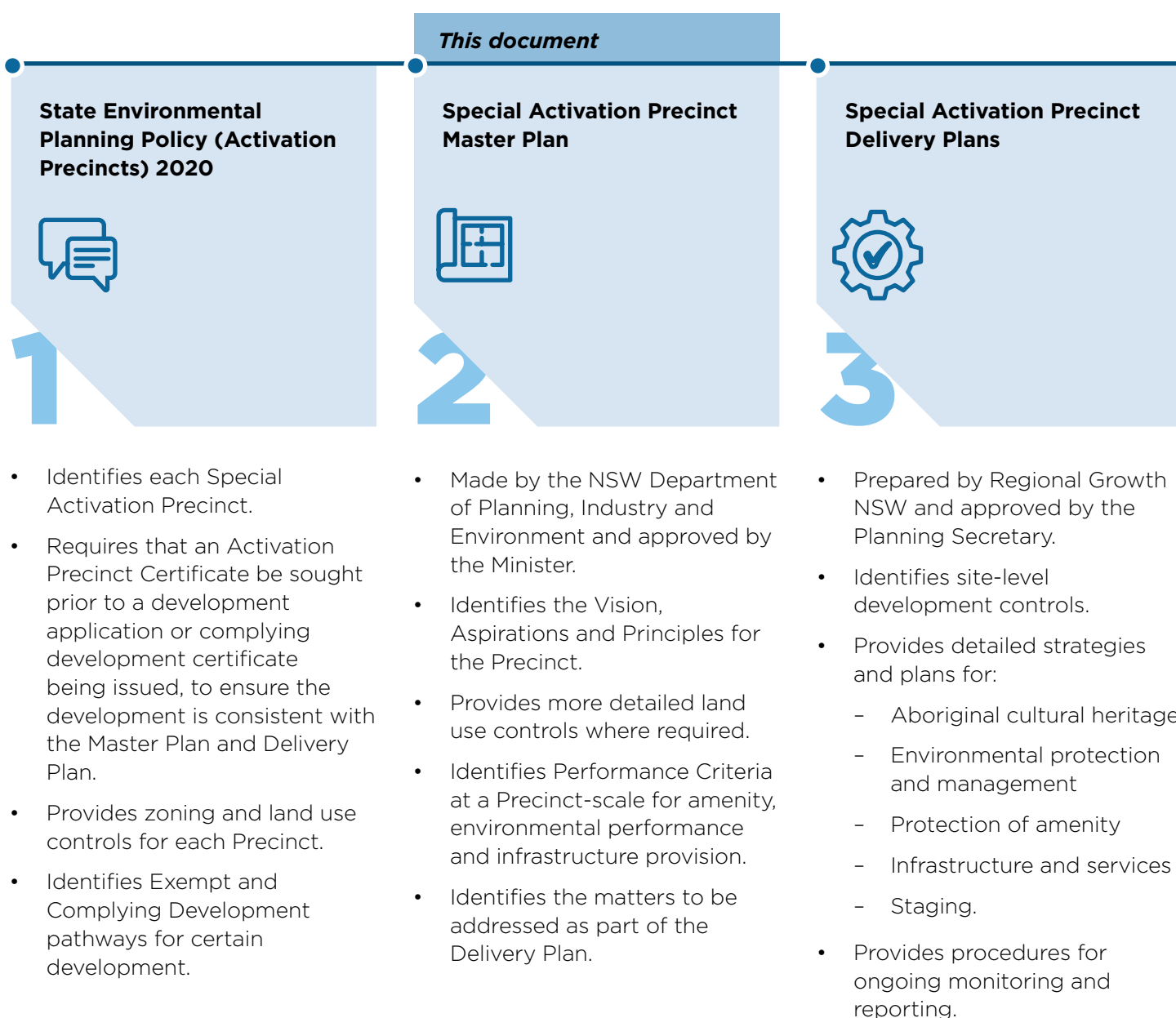
1.2.1 Wagga Wagga Local Environmental Plan 2010

The *Wagga Wagga Local Environmental Plan 2010* will continue to apply until 31 December 2021 (unless otherwise repealed).

1.2.2 The planning framework for Special Activation Precincts

The following planning framework ensures the right mechanisms are in place for industry to access and comply with a streamlined planning process for the effective delivery of Special Activation Precincts.

Note: Any reference to Special Activation Precinct in this Master Plan has the same meaning as Activation Precinct in State Environmental Planning Policy (Activation Precincts) 2020.



1.2.3 Features of the planning framework

Following the outcomes of the technical studies and community and stakeholder engagement for the Wagga Wagga Special Activation Precinct, a planning framework for its delivery was developed. The planning approach can be summarised as follows:



A NEW REGIONAL ENTERPRISE ZONE

A flexible land use zone allowing a wide range of employment and industrial uses has been formed largely in the existing industrial area (which includes the Bomen Business Park) and provides flexibility for a wide range of businesses.



A NEW RURAL ACTIVITY ZONE

A new zone that surrounds the Regional Enterprise Zone has been formed that provides a transition between the industrial core and the surrounding rural and residential uses, creating a landscaped setting for the Wagga Wagga Special Activation Precinct.



PROTECTION FOR BIODIVERSITY AND SPECIAL PLACES

Areas of high biodiversity value have been mapped and the Activation Precincts SEPP and Master Plan provide them with protections from removal. New planting in streets and on private lots will increase tree cover and provide habitat. The Bomen Axe Quarry will continue to be protected through land use zoning, and the Master Plan is informed by important views through the site and landscape features.



A GOOD NEIGHBOUR

The new land use zone boundaries and performance criteria for the Wagga Wagga Special Activation Precinct have been informed by detailed modelling of noise, air and view impacts with the aim to mitigate impacts on the amenity enjoyed by the residents at Cartwrights Hill, Eunony Valley and Brucedale and adjoining rural and residential areas.



A GREEN PLACE TO DO BUSINESS

The Master Plan will provide a framework for the Wagga Wagga Special Activation Precinct to become an Eco-Industrial precinct (built on the United Nations Industrial Development Organisation (UNIDO) framework) which will include achieving net zero emissions, 100% energy self-sufficiency, integrating best practice water cycle and waste initiatives and preserving vegetation / creating habitat wherever possible.



AN INDUSTRIAL AREA IN THE VALLEY

The Regional Enterprise Zone is similar in area to the existing General Industrial Zone but the boundary has been reshaped so that it is located in the valley, between Olympic Highway and Byrnes Road. This makes the most of the topography, and trees and vegetation to separate industry from nearby residential communities. It also serves to avoid areas of environmental importance and better leverage access to existing infrastructure.

Image courtesy of Wagga Wagga City Council



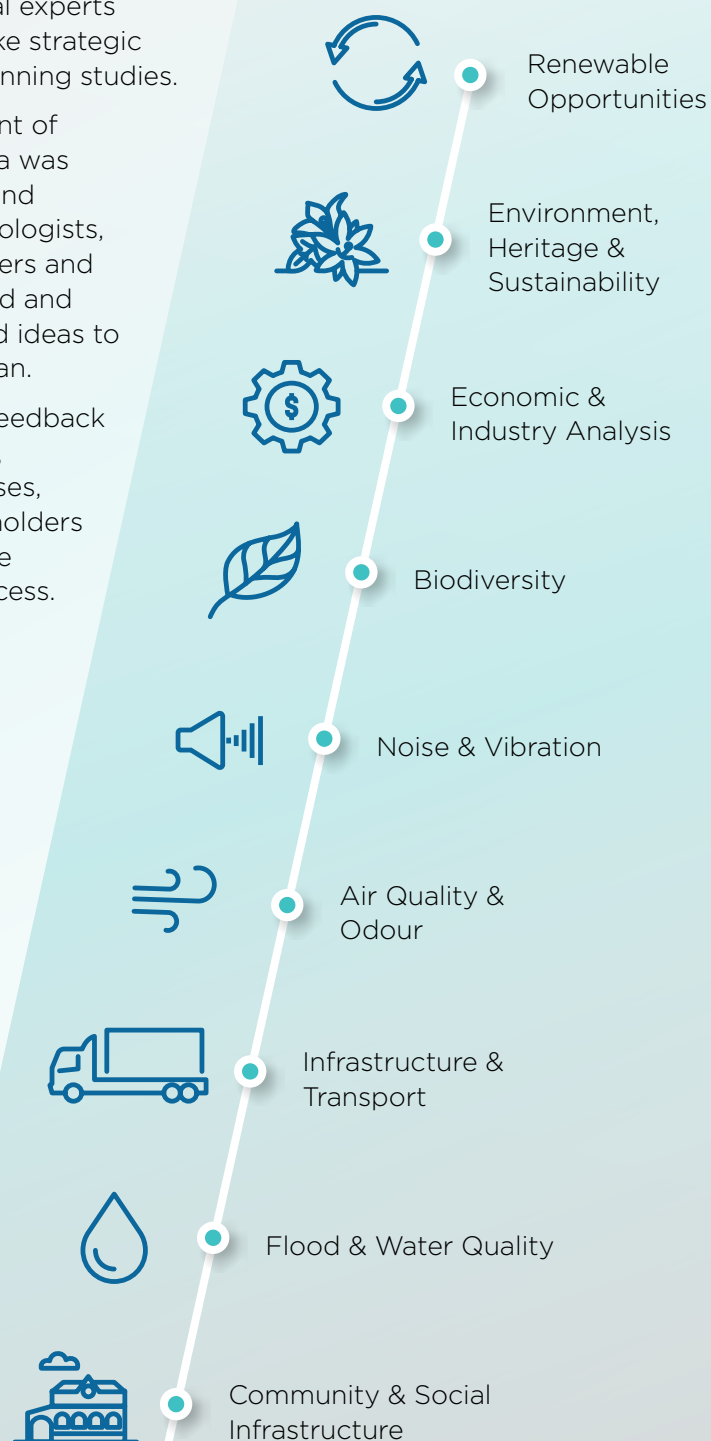
1.2.4 Work undertaken to date

Planning for the Wagga Wagga Special Activation Precinct began in 2019 with technical experts engaged to undertake strategic environment and planning studies.

A detailed assessment of the investigation area was undertaken in 2019 and technical experts, ecologists, engineers, stakeholders and urban planners tested and refined scenarios and ideas to create this Master Plan.

Ongoing input and feedback from the community, landowners, businesses, and other key stakeholders has also informed the master planning process.

These technical studies informed the development of the Master Plan



1.3 History of the area



Traditional owners: Wiradjuri People

The traditional land owners of the Wagga Wagga region are the Wiradjuri people who have lived in these lands for more than 40,000 years. The Wiradjuri tribe was the largest in NSW, ranging from northern Victoria in the south to Coonabarabran in the north, covering approximately one fifth of NSW.



Wagga Wagga established

Wagga Wagga was proclaimed a town in 1849 and in the same year surveyor Thomas Townsend marked out the town. In the 1860s the population totalled approximately 700, but by 1881 it had increased to 3,975 (City of Wagga Wagga).



Wagga Wagga Airport established

Established initially as an inland training base for the RAAF, the airport was opened to civilian flights after World War 2. A concrete runway was established in 1954 with a further upgrade in 1992 to accommodate Boeing 737s.

Over 40,000 years ago – present

1830s

European exploration and early settlement

Captain Charles Sturt and George Macleay, amongst other early colonists, first sighted and explored the Wagga Wagga region as part of their expedition of discovery down the Murrumbidgee and Murray Rivers. Settlement swiftly followed (City of Wagga Wagga).



1879

The railway

The railway arrived in 1879, first in Bomen, then to Wagga Wagga before crossing the Murrumbidgee River a year later. The Main Southern line to Albury and the Western trunk route to Bourke on the Darling River were responses to the threat that wool and other produce from the Riverina and the west of NSW would be diverted to Melbourne.

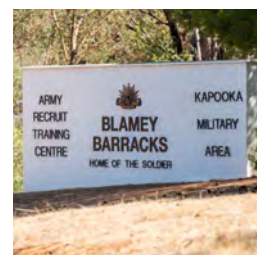


1939

1942

Kapooka

The Kap Army Recruit Training Centre Kapooka is established on the southern slopes of the Pomingalarna Reserve as a direct result of defence needs during the Second World War.





Key uses and Bomen Business Park established

Key uses within the Bomen Business Park are established in Bomen, including Teys, the Wool Combing Facility and the Wagga Wagga Livestock Marketing Centre. The remainder of the estate progressively developed following this period.

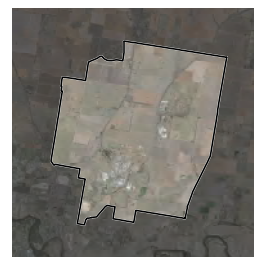
1970s - 80s



Inland Rail

The route of the new \$10 billion Inland Rail project connecting Melbourne to Brisbane is identified to pass through Wagga Wagga, opening up new freight and logistics opportunities for the region.

2016



The Wagga Wagga Special Activation Precinct

In January 2019 the NSW Government announced Wagga Wagga as the location for the State's second Special Activation Precinct. Technical studies to support the Precincts development began in early 2019.

2019

1949

Wagga Agricultural College (Charles Sturt University)

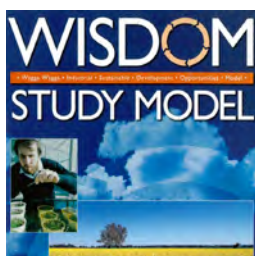
The Wagga Wagga Agricultural College was established from the Wagga Wagga Experiment Farm which originally provided vocational farming education. The College progressively expanded, particularly in the 1970s and 1980s to the current campus site. The site is now the tertiary education hub for the Riverina Region.



1990 - 2010

Bomen studies and re-zoning

In 1990 an 'industry relocation hub' was investigated at Bomen and in 1995 the Wagga Wagga Industrial Sustainable Development Opportunities Model (WISDOM) was developed. In 2008 /2009 the Wagga Wagga Local Environmental Study and Bomen master plan were prepared, drawing on some outcomes of the earlier studies and informing the rezoning's for the area as part of the new Wagga Wagga LEP 2010.



2017

Riverina Intermodal Freight and Logistics Hub Proposed

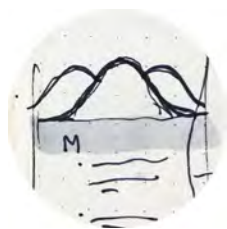
City of Wagga Wagga partners with Visy Logistics to establish a framework for the RiFL Hub at Bomen. Commercial viability assessments were prepared, concepts developed and obtained a funding commitment from the State Government for the 5.8km master rail siding in 2018.



TO THE FUTURE



The Master Plan incorporates Aboriginal planning and design considerations to ensure the Precinct has a sense of place, history and spirit when we pass it onto the next generation.



Hills

Hills hold spiritual and practical significance. They are an important place for stone gathering, and other alpine resources.



Plains / Parklands

Important hunting grounds and areas that provide for easy access which are kept clear.



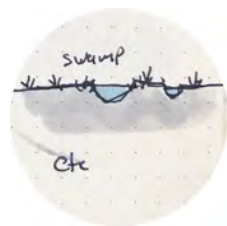
Open forest

A cool place important for giving cover to people and animals as well as providing resources and food with a diverse range of species.



Rivers / Water

Perhaps hold the most significance practically and spiritually, with the life giving qualities of water.



Wetlands / swamp

Important areas that filter Country and provide the structure and resources for much life.





The vision for Wagga Wagga

As NSW's Southern gateway supporting Australia's richest food and agricultural region, the Wagga Wagga Special Activation Precinct will be a sustainable hub of high value production and manufacturing supporting advanced industries and businesses which are connected to the world.

2

Vision



2.1 Principles for Wagga Wagga

The Department has worked in partnership with Wagga Wagga City Council and consulted with other relevant Local, State and Federal Government agencies to develop guiding Principles for the Wagga Wagga Special Activation Precinct Master Plan. These Principles underpin the planning for the Wagga Wagga Special Activation Precinct and will be considered in the assessment of applications for Activation Precinct Certificates and the issuing of development consents.

Section 3 Controls of this Master Plan sets out aims and performance criteria for development within the Precinct, to ensure the Principles are realised.





Environment and sustainability

- 7 **Eco-Industrial precinct**
The Precinct will set a new benchmark for industrial development in environmental sustainability embracing the principles of UNIDO for Eco-Industrial Precincts, including the United Nations Sustainable Development Goals.
- 8 **Circular economy**
Opportunities for establishing circular economies within the Precinct will be identified and realised to ensure waste is reduced and synergies are leveraged that can benefit businesses and the community.
- 9 **Net zero emissions**
The Precinct will aim to be net zero, including supplying 100% of its energy from renewable opportunities.
- 10 **Water security and quality**
The Precinct will integrate best practice water cycle management initiatives to deal with both quantity and quality aspects of water management.
- 11 **A safe precinct**
The Precinct will ensure both the environment and community are protected from harm. This will be facilitated by managing climate risks, ensuring development is appropriate, in the right place and monitored and through high quality facilities and infrastructure.



Community

- 12 **A connected, green place**
Connections for people as well as businesses will be planned for within the Precinct with vegetation preserved and habitat created where possible. The Precinct's landscape character and cultural significance will be celebrated.
- 13 **Connection to Country**
Development of the Precinct will acknowledge and value the interdependent relationship of First Australians and their ancestral lands. This connection to Country and the custodian's responsibility of ensuring Country is cared for and sustained by the environment will be respected and the culture and the spirit of the land will be supported.



Infrastructure and transport

- 14 **Digital connectivity**
The Precinct will seek to provide quality, innovative digital infrastructure that is able to support high functioning, competitive businesses.
- 15 **Integrated utilities**
Utilities within the Precinct will be planned and established to minimise land impacts and maximise efficiency and sustainability.
- 16 **Great access for all modes**
A street and walking network will be established that ensures safe, equitable access for pedestrians and cyclists, good heavy vehicle access taking advantage of the rail infrastructure and supports increased public and active transport movements over time.

2.2 Wagga Wagga Structure Plan

The purpose of the Structure Plan is to illustrate the strategic planning intent for the Precinct. It provides a guide for future development with two distinct main areas defined - the industrial core and rural landscape buffer. It also identifies the layout and nature of infrastructure, and other key features such as the potential locations of commercial nodes to support workers in the Precinct and important heritage areas for protection and celebration.

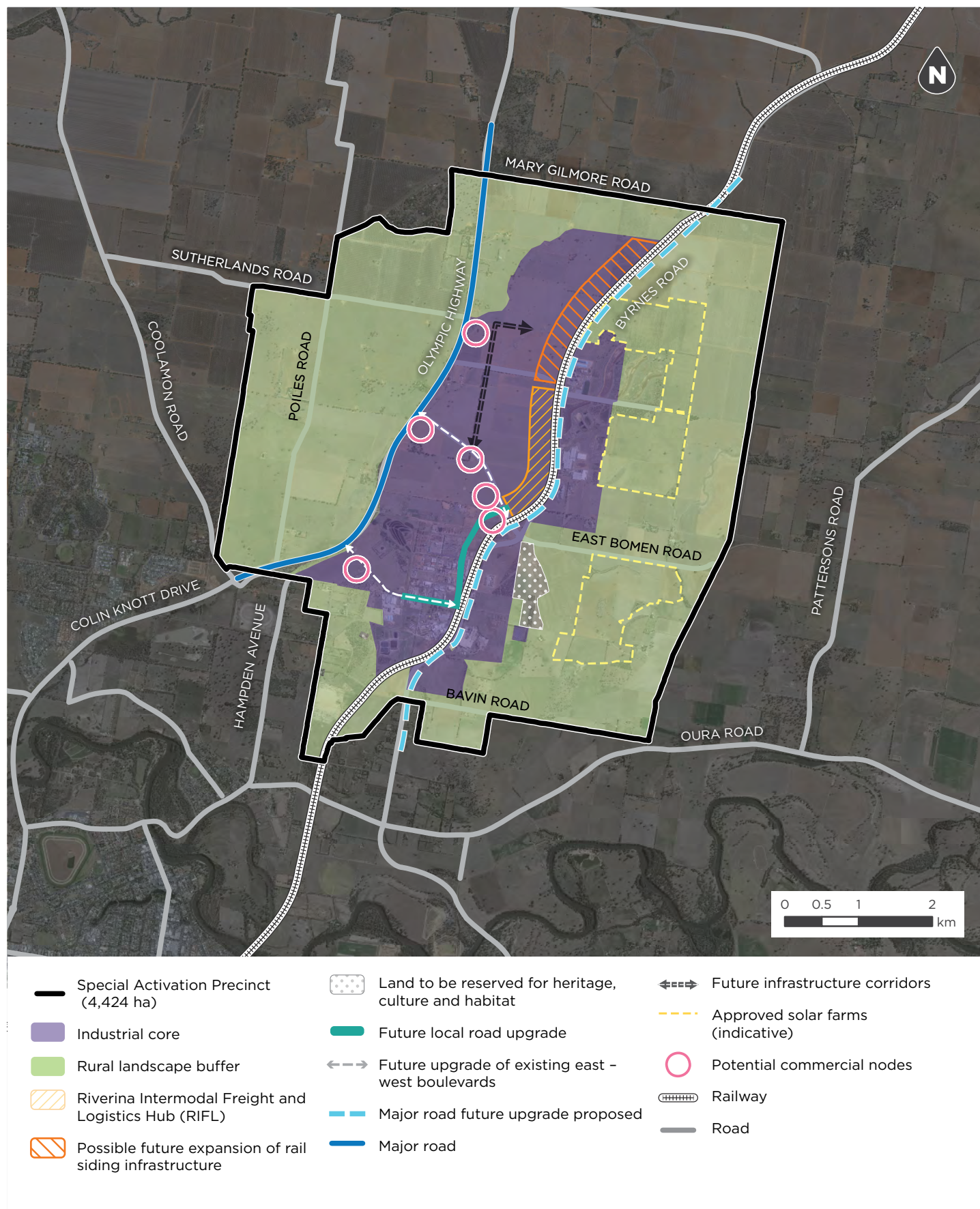
The Master Plan, together with the Activation Precincts SEPP and Delivery Plan, provide the detailed controls that will facilitate the delivery of the Precinct in line with the Structure Plan. It presents a long term vision for the precinct over the next 40 years.

The area being zoned for regional enterprise within the industrial core will be delivered in stages. Staging will be detailed in the Delivery Plans which will be prepared by the Regional Growth

NSW Development Corporation, after the Master Plan has been finalised. The staging will be in accordance with the staged delivery of infrastructure as the precinct grows. Initial work is likely to be focused around existing Bomen Estate and Riverina Intermodal Freight and Logistics Hub. Land north of Trahairs Road is expected to be serviced in a later stage.



Figure 3: Wagga Wagga Special Activation Precinct Structure Plan





The Special Activation Precinct is of regional importance, not only for Wagga Wagga but for Junee, Coolamon and Lockhart Shire Councils areas.

Cr Greg Conkey
Wagga Wagga City Council Mayor



3

Controls

3.1 Economic Development

3.1.1 Land use

Currently land within the Precinct is primarily used for industrial and agricultural purposes.

The new zoning for the Wagga Wagga Special Activation Precinct focusses industrial and employment activity around the existing businesses within the Bomen Business Park and along the valley to the north (primarily between the Olympic Highway and Byrnes Road). The land use controls in the Activation Precincts SEPP permit a wide range of employment and industrial uses in this area known as the Regional Enterprise Zone.

Land use conflict between industry and sensitive uses, like dwellings, will be minimised through the Rural Activity Zone, which prohibits the intensification of residential uses on land closest to the Regional Enterprise Zone. The zone boundaries were informed by iterative testing and modelling of industry and noise, odour and air quality.

Solar energy farms will be an important part of the Wagga Wagga Special Activation Precinct's green energy strategy however there is a need to ensure that new solar energy farms are appropriately located. Specific performance criteria has been developed for future solar energy farms in the Wagga Wagga Special Activation Precinct to protect sensitive view corridors and to ensure the Rural Activity Zone continues to present as buildings and structures in a landscape setting.

Like solar energy farms, hydrogen development has the potential to deliver a more sustainable form of energy for the future and has attracted strong interest internationally. Hydrogen development represents a significant opportunity for the Precinct.

As hydrogen is a new and emerging technology, the NSW Government is undertaking additional studies to learn more about the potential risks associated with this type of development. Hydrogen will be a permissible land use within the Regional Enterprise Zone. This includes for production, storage and refueling purposes.

Hydrogen may come to be utilised as a utility within the Precinct in the future, in line with the State and Federal Government's strategies and targets.

The performance and effectiveness of renewable energy land uses within the Precinct will be monitored over time and considered alongside broader government strategies, advances in technology and cumulative impacts.

Note: An Activation Precinct Certificate and development consent can only be issued for development that meets the requirements of the Activation Precincts SEPP and is consistent with the Master Plan and Delivery Plan.

Note: The Activation Precincts SEPP provides a land use table and objectives for each zone.

*Note: The following land use controls must be read in conjunction with other controls in the Master Plan, including **3.3.4 Water Resources (Stormwater and Groundwater)**, which prohibits development for certain uses in the groundwater protection zones.*

Aims

- To ensure stream-lined planning pathways for appropriate development.
- To minimise land use conflict.
- To ensure appropriate amenity and outlook for the neighboring residential and rural areas.
- To ensure development supports the delivery of an innovative precinct of enterprise and productivity, supporting the creation of new jobs and economic development opportunities.
- To provide a central green infrastructure easement for utilities.
- To ensure Hydrogen can be produced, stored and utilised for refueling and as a utility within the Precinct.
- To ensure there is valuable rail-side land available into the future.
- To ensure efficient connection for all modes of freight within the precinct and to external markets.

Performance criteria

Protecting rail frontage for future infrastructure

- A The land identified for the 'Riverina Intermodal Freight and Logistics Hub (RiFL Hub)' on **Figure 3: Wagga Wagga Special Activation Precinct Structure Plan** is to be preserved for rail-related logistics and transport facilities.
- B The area shown as 'Possible future expansion of rail siding infrastructure' on **Figure 3: Wagga Wagga Special Activation Precinct Structure Plan** is strategically important and may be a good location for the expansion of rail-related freight and logistics facilities in the future as demand increases. The potential location, design and expansion of this area would be detailed as part of a Delivery Plan for the land. These lots have the same development potential as the land in the remainder of the Regional Enterprise Zone, however, an Activation Precinct Certificate should not be issued for development that might compromise long term opportunities and subdivision of large strategic lots should be avoided.

Appropriate locations for retail and business services

- C An Activation Precinct Certificate should only be issued for neighborhood shops, food and drink premises and business premises where:
 - i. The uses are required to service the needs of the Special Activation Precinct employment population.
 - ii. The uses will not compromise the intent of the zone and the Special Activation Precinct by introducing more sensitive uses and generating pedestrian or vehicle traffic in areas otherwise identified for a broad range of industrial uses.
 - iii. The uses would not be better located in other places, such as the Wagga Wagga City Centre.
 - iv. The use is, where possible, co-located with other retail and business uses and open space to form concentrated nodes of activity throughout the Precinct.
 - v. The use is located in, or very close to, one of the Commercial Nodes as identified in the Delivery Plan. The potential locations of Commercial Nodes is shown on **Figure 3: Wagga Wagga Special Activation Precinct Structure Plan**.

Office uses

- D Office uses must only be ancillary to a principal use.





Hydrogen development

- E Consultation with Safe Work NSW, Fire and Rescue NSW, the Department of Planning, Industry and Environment's Industry Assessments and the EPA is required prior to the issue of an Activation Precinct Certificate for hydrogen development.

Appropriate locations for solar

- F Solar energy farms will be permissible as per Schedule 2 of the Activation Precincts SEPP.

Figure 4: Permissibility of solar energy farms and the below provide a summary of the permissibility of this use across the Precinct.

-  Small scale energy farms (up to 35 hectares in size) will be permissible as Complying Development in these parts of the Rural Activity Zone. The provisions of *State Environmental Planning Policy (Infrastructure) 2007* for exempt development of solar energy systems will continue to apply to this land.
-  Solar energy farms will be permissible as Complying Development in the Regional Enterprise Zone.
-  Low impact solar energy systems will continue to be exempt development in all zones in accordance with *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP). Any development for solar energy systems will be required to meet the design and siting criteria set out in the Infrastructure SEPP. These provisions provide a maximum cumulative area of solar panels and plant of 150sqm per lot and provisions for design on lots that include heritage items, amongst other things.
-  In this area, solar energy farms will be permitted as an additional permitted use. These locations represent existing approved solar farms.

Development on easements

- G To avoid public safety risks, where developments cannot avoid transmission line easements, uses that do not encourage people to congregate under transmission lines or close to electricity infrastructure should be given preference over other land uses.

Heavy vehicle fatigue management

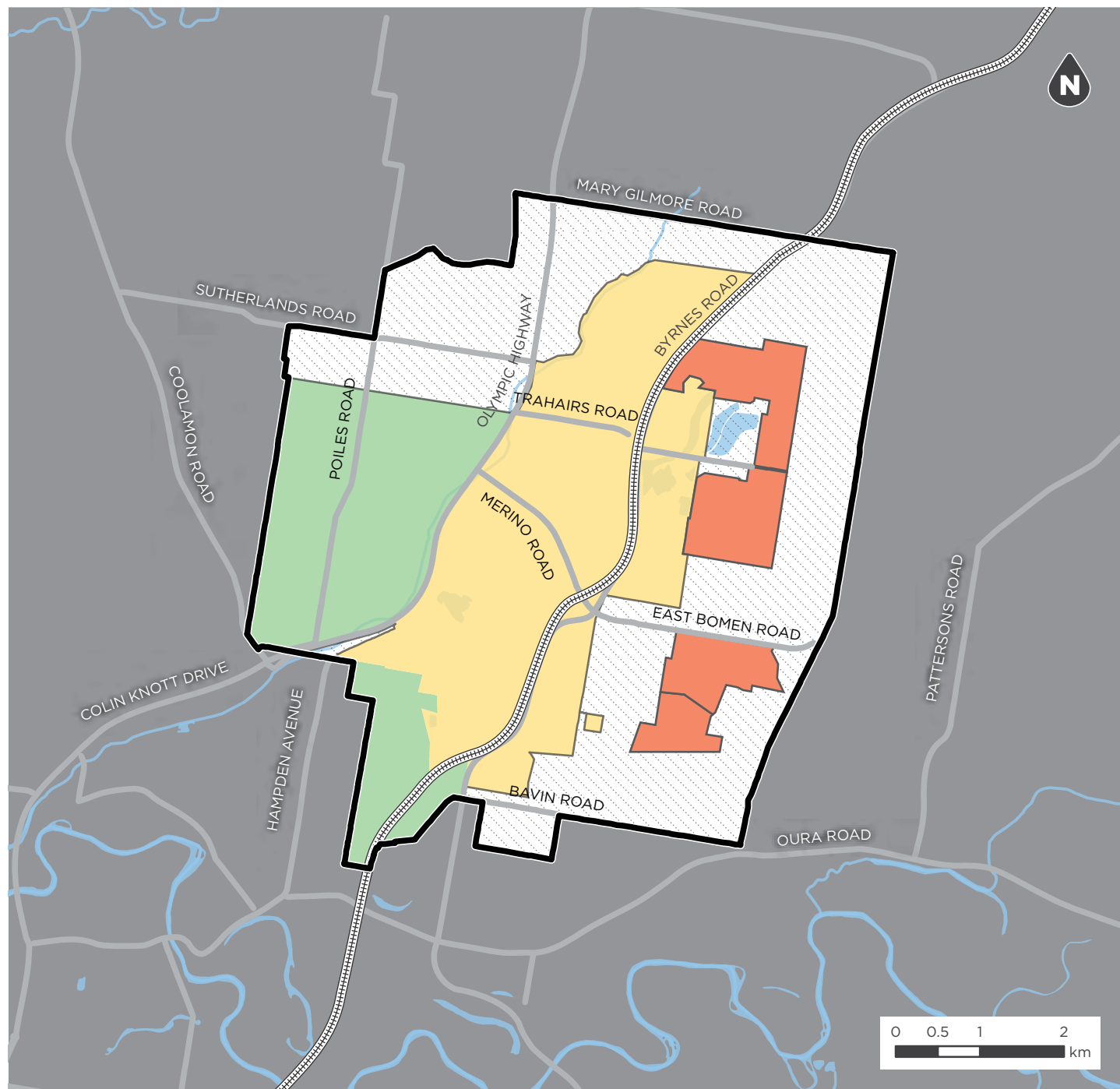
- H Large scale freight transport facilities, transport depots or truck depots are encouraged to include heavy vehicle driver accommodation to manage heavy vehicle driver work health and safety consistent with the National Heavy Vehicle Regulator fatigue management framework.

Supporting provisions to be developed as part of the Delivery Plan

- The Delivery Plan must identify where the commercial nodes are to be located.
- The Delivery Plan must provide greater detail as to the width and design of the infrastructure easement.
- Water and energy availability for hydrogen development should be considered in the Delivery Plan.

*Note: Water needs of proponents of potential future hydrogen development must comply with the same requirements as specified under **3.3.4 Water Resources (Stormwater and Groundwater)**.*

Figure 4: Permissibility of solar energy farms



- | | |
|--|---|
| Special Activation Precinct | Solar energy farms permitted as additional permitted use (existing solar farms) |
| Small scale solar energy farms permissible | Railway |
| Solar energy farms permissible | Road |
| Small scale solar energy systems only (as per the Infrastructure SEPP) | Rivers, creeks and detention basins |

Figure is indicative only, please refer to Schedule 2 of the Activation Precincts SEPP for requirements.

3.2 Place and Landscape

3.2.1 Wiradjuri cultural heritage

The traditional owners of the Wagga Wagga region are the Wiradjuri people who have lived in the area for more than 40,000 years. Important Wiradjuri places, artefacts and vegetation within the Precinct, such as the Bomen Axe Quarry, will be managed in consultation with local Aboriginal representatives. They will be protected, maintained and enhanced to preserve their significance. The Master Plan controls have been developed to incorporate Aboriginal planning and design considerations to ensure the Precinct has a 'sense of place', history and spirit when we pass it onto the next generation.

Note: The Activation Precincts SEPP provides identification and protection for places of significance.

Aims

- To ensure the Wagga Wagga Special Activation Precinct celebrates and protects its history and landscape values, particularly its occupation by First Australians and their connection to the land.
- To ensure Aboriginal culturally significant places and artefacts are protected, maintained and enhanced.
- To promote development and Precinct design that recognises its Connection to Country.

Performance criteria

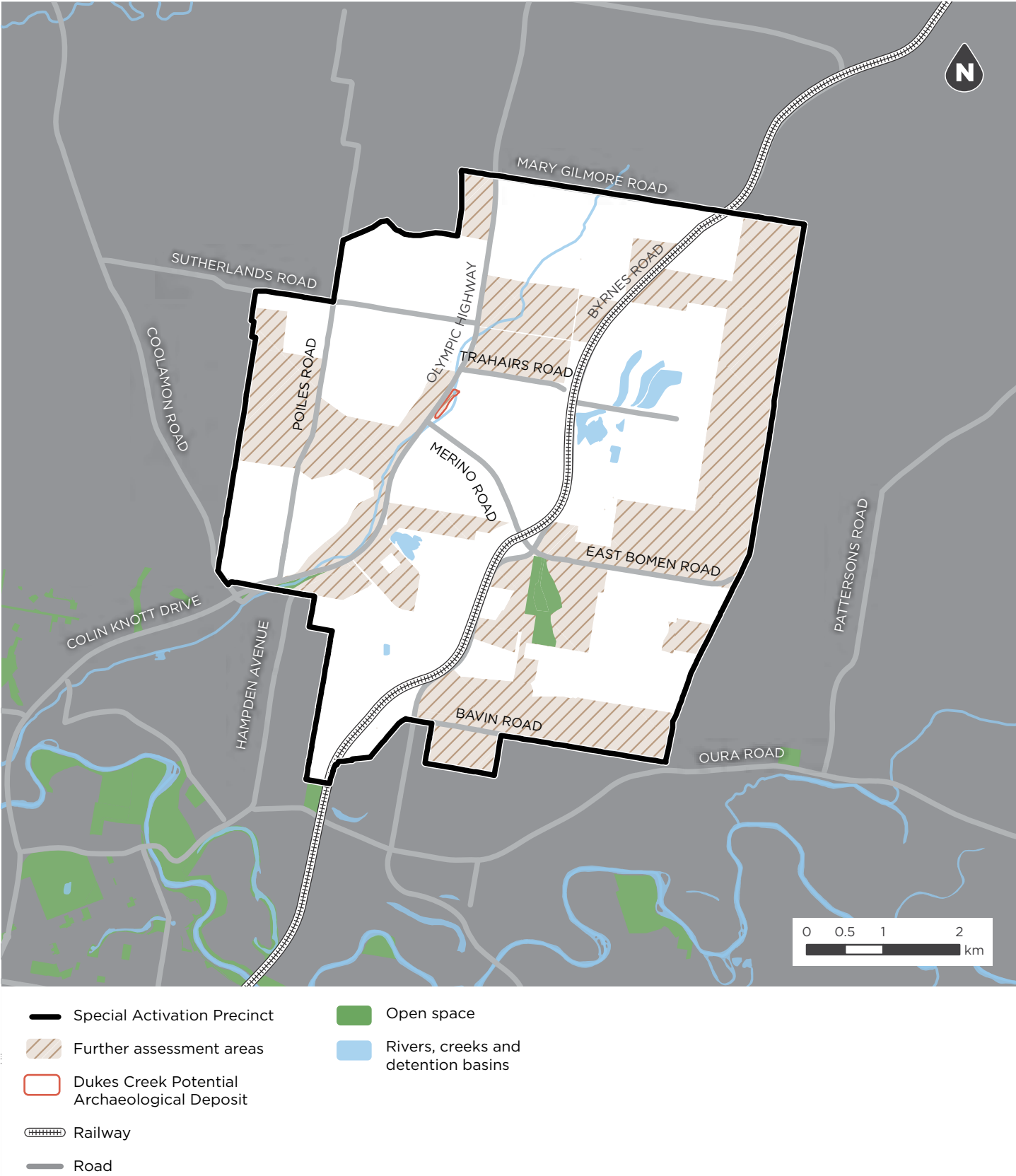
Protecting the place and sites

- A The land indicated as land to be reserved for heritage, culture and habitat on **Figure 3: Wagga Wagga Special Activation Precinct Structure Plan** is to be retained as a place of significance.
- B Aboriginal culturally significant places and sites should be integrated with areas of environmental significance and green space (where appropriate) across the Precinct.
- C Further Aboriginal cultural heritage assessment must be undertaken in accordance with the *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW* (as modified from time to time) prior to any development on the land indicated as further assessment areas on **Figure 5: Areas requiring further heritage assessment**. This further assessment must include a visual survey. Once suitably assessed, any land identified as having Aboriginal cultural heritage significance should be included on the Environmentally Sensitive Areas (ESA) map contained in Schedule 2 of the Activation Precincts SEPP. The ESA map indicates locations where complying development cannot occur.
- D Prior to any development occurring on the land indicated as 'Dukes Creek Potential Archaeological Deposit' on **Figure 5: Areas requiring further heritage assessment**, a test excavation program is required to determine the presence and extent of archaeological deposits to inform future management.

Protecting landscape value

- E The Bomen Axe Quarry should incorporate story-telling and memory. It should incorporate important artefacts and significant existing trees.
- F Development in the Precinct should have regard for the natural topography and views and vistas to and from the Precinct.

Figure 5: Areas requiring further heritage assessment



Protecting important corridors

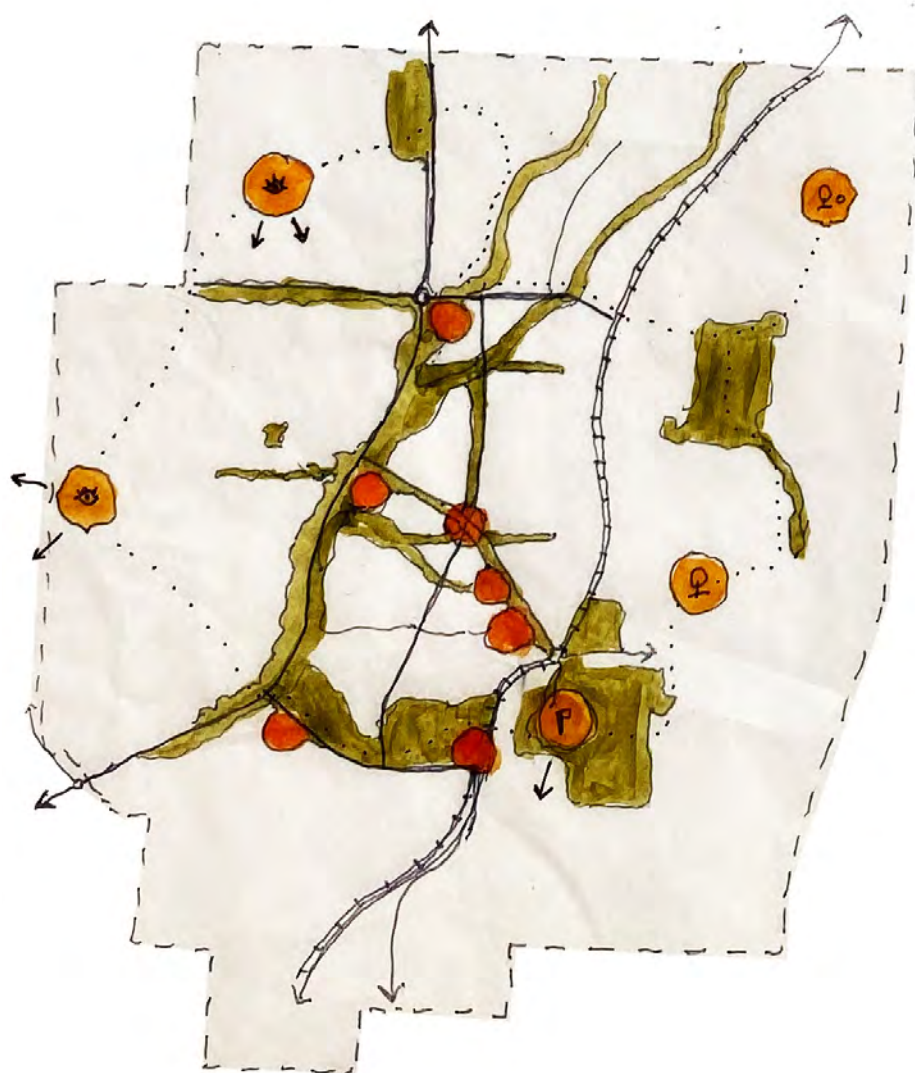
- G The view from Bomen Axe Quarry to Kangal is important, and the protection of this view should be considered in the design of the public domain and the design of buildings in that view line.
- H The physical connection between the Quarry and the Bomen lagoon is also important. Consideration should be given as to how this connection could be reinstated as part of the public domain.






Supporting provisions to be developed as part of the Delivery Plan

- The Delivery Plan must provide details around the specific assessment requirements for land where additional heritage impact assessment is required.
- An Aboriginal Cultural Heritage Management Plan must be developed as part of the Delivery Plan.
- Design guidance should consider how building design, siting and materials could form part of a broader interpretation strategy.
- Delivery of the Precinct should demonstrate incorporation of the following principles and consideration of the elements shown at **Figure 6: Important considerations for the planning of Wiradjuri Country:**
 - **Aboriginal Led**
All aspects that relate to Wiradjuri Country should be led or co-led by Aboriginal people including traditional owners, elders, artists, etc.
 - **Wiradjuri empowerment**
Economic development should support empowerment of the local Wiradjuri community through jobs and business opportunities.
 - **Value hierarchy**
All Country is important but some places hold more spiritual and practical significance, such as rivers, mountains and swamp lands.

- **Promote biodiversity**
Design and cultivate the land to promote a diverse range of native vegetation.
- **Connect people to country**
Design and build in a way that is localised and specific in context to create connections to place.
- **Let Country be what it wants to be**
Design, plan and work with Country, respect topography and natural processes.
- **Orientation**
The old folk knew where the prevailing winds would come, and where the sun would go over the sky and plan for this in the placement of their settlement areas, farms and other engineering projects. Design and build to leverage and provide protection from these elements.
- **Share the Country**
Keep the important places open for all to use and benefit from.
- **Promote Culture**
The way we design Country can enhance our sense of culture, our diverse and rich differences, but also our common needs such as wellbeing or healing. Wiradjuri design can be reflected through the landscape or building design.
- **View Points**
High View Points are important to establish an understanding of Country and your place in it. Maintaining the integrity and quality of high points is important.
- **Topography**
Topographical features are important wayfinding devices in the landscape, as seen in the nearby Bomen Lagoon, and provide identity and distinction to a place. Design around these features.

Figure 6: Important considerations for the planning of Wiradjuri Country



-  Bomen Axe Quarry
-  High point with a view
-  Scar tree and artifact scatter
-  Potential trail linking the sites
-  Potential site to use Wiradjuri Design

3.2.2 Landscape character and visual impact

The Bomen Business Park and the broader Wagga Wagga Special Activation Precinct enjoys a beautiful landscape setting, with rolling hills and fertile valleys. The planning framework seeks to ensure that nearby residents continue to enjoy a rural outlook and that the Precinct's rural setting continues to be a large part of the area's character and competitive advantage.

Aims

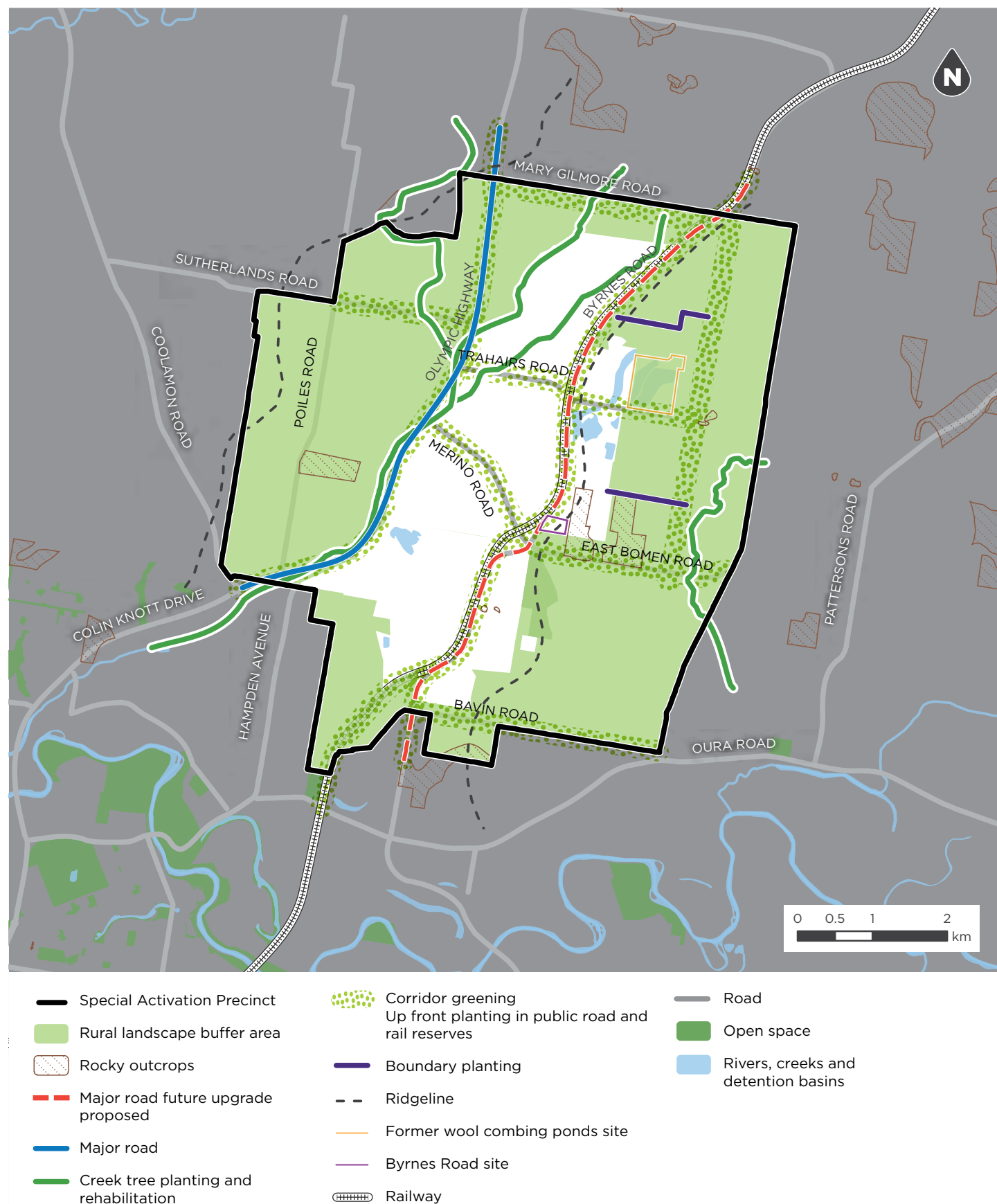
- To minimise the visual impact of new industries and development, and provide the areas of Brucedale, Cartwrights Hill, North Wagga Wagga and Eunony Valley with an outlook to trees and landscape.
- To position development below ridges and hillsides to protect the natural skyline wherever possible.
- To use plantings to create a pleasant environment for walking and cycling, for workers, visitors and the broader community.
- To minimise the removal of remnant vegetation wherever possible.
- To ensure that the Precinct delivers excellent amenity for workers and businesses.

Performance criteria

- A New planting in the road reserves, the ridge line and in riparian corridors (waterways), in the locations indicated at **Figure 7: Landscape strategy for minimising visual impact**, are encouraged to minimise the visual impacts of new development on existing residences and views into the Precinct from the roads.
- B Planting should reflect the landscape character of the area.
- C Development must ensure that on-site landscaping, careful building siting and high-quality building design makes a positive contribution to the views into the Precinct.
- D Significant planting on private lots is encouraged to improve the quality of streets and contribute to the Precinct's landscape character. Planting along boundary lines is encouraged.

- E Where possible, buildings will be located to minimise how visible development is above ridgelines and against escarpments and from watercourses. Any visual intrusion must be mitigated through the choice of design, colours, materials and landscaping with local native flora.
- F Solar energy farms must not be developed on land with a slope >10%.
- G Landscape buffer treatments to the boundaries of any new solar farms must be provided on site, with particular consideration given to boundaries that have a visual interface with surrounding residential areas.
- H Early tree planting (within the first phase of delivery) must occur to mitigate view impacts as development takes place over time. Prioritisation of planting should occur based on stages of development.
- I Tree planting must occur in the early stages of delivery along the Dukes Creek tributary.
- J A landscape and vegetation management plan must be completed prior to delivery.
- K The Secretary or their delegate must endorse the landscape and vegetation management plan prior to delivery.
- L For the land indicated as the former wool combing ponds site on **Figure 7: Landscape strategy for minimising visual impact**:
 - i. Vegetation buffers must be provided on the southern, northern and eastern boundaries and layered across the different bench levels of the site to maintain a vegetated site appearance up the hill.
 - ii. Vegetation buffer plantings between bench levels should run north-south across the site (aligned to the contours).
 - iii. Vegetation to the eastern boundary of the site should maintain the depth of the established planting and extend this depth to the northern boundary.
 - iv. Vegetation should be planted close enough to provide a continuous canopy and layered to provide coverage at both lower and higher levels.

Figure 7: Landscape strategy for minimising visual impact



- M For the land indicated as the Byrnes Road site on **Figure 7: Landscape strategy for minimising visual impact**:
- Planting along the southern part of the site must occur early, so that vegetation can grow sufficiently to be an effective screen earlier in the life of any development in this location.
 - Vegetation should be planted close enough to provide a continuous canopy and layered to provide coverage at both lower and higher levels.

Supporting provisions to be developed as part of the Delivery Plan

- A landscape and vegetation management plan is to be developed as part of the Delivery Plan. Refer to **3.3.1 Biodiversity, vegetation and riparian corridors** for the requirements for this plan. The plan must include:
 - A strategy for ensuring early tree planting in priority locations.
 - Mechanisms to achieve screening of built form within the land indicated as the former wool combing ponds site and Byrnes Road site on **Figure 8: High value biodiversity areas to be retained**.
- The Delivery Plan must detail what landscaping treatments and plantings are appropriate within easements. This should be determined in consultation with the relevant service/utility authority.
- The Delivery Plan must detail how development on land with a high proportion of rocky outcrops (as shown in **Figure 7: Landscape strategy for minimising visual impact**) should be designed, sited and managed to avoid any potential adverse impacts and ensure the stability of the landscape is maintained.

3.2.3 Built form

The Special Activation Precinct will build upon the success of the existing Bomen Business Park. New industrial development will be focussed in the valley, between the Olympic Highway and the Main Southern Railway Line. This strategy concentrates large industrial built form to the middle of the Special Activation Precinct, which also then improves

infrastructure servicing delivery. Aesthetically, whilst the built form is driven by functionality, good urban design principles must be applied to ensure buildings respond positively to their context.

The following built form controls seek to support the Wagga Wagga Special Activation Precinct's ongoing development as a high-quality business precinct at its core, with a surrounding rural landscape setting. The provisions aim to ensure the siting and presentation of buildings and infrastructure will contribute to the Precinct's character as well as performance.

Aims

- To ensure built form has suitable bulk, scale, proportions and detailing.
- To retain non-aboriginal heritage items and encourage changes to occur away from significant elements or sections of heritage items.
- To minimise the impact of the built form within the Rural Activity Zone on the Precinct's landscape character.
- To promote street activation in key locations.

Performance criteria

General criteria for all development in the Precinct

- A Streets, particularly where pedestrian and cycling activity is planned, should be as active, and green as possible to improve human comfort, amenity and walkability. This can be achieved by considering the following design principles, particularly for development fronting active transport links:
- Retail or office components should be oriented towards the primary street frontage and provide entries to the street where appropriate.
 - Front setbacks should provide generous planting, including canopy trees.
 - Car parking areas, hard stand areas and loading docks in the front setback should be minimised.
 - Multiple car entries should be avoided where possible.
 - Buildings should be designed to present to the street.
- B All buildings should be accessible by pedestrians via a safe, clear walkway.

- C Buildings should be efficient, well-designed and incorporate generous landscaping. This can be achieved by:
- Ensuring building bulk, orientation and design contributes to the energy efficiency of buildings.
 - Careful building siting to minimise impact on existing vegetation, providing opportunities for landscaping on-site, minimising hardstand areas wherever possible and mitigating impacts on neighbours.
 - Providing vegetated side and rear boundaries, where appropriate, to connect habitat corridors, minimise visual impact and increase tree canopy.
 - Considering how the building could be designed to a flexible space for other uses in the future.
 - Incorporating preparedness for natural hazards and climate change into design.
 - the use of low-emissions building products and integrated renewable energy generation systems.
 - the use of building materials that minimise urban heat impacts.
- D Site earthworks must work with the topography of the Precinct and be appropriate for the intended land use.

For heritage-listed sites

- E Where appropriate, and subject to approvals, heritage-listed items in the Precinct should be considered for re-use as community, cultural, education or retail uses to create community nodes within the Precinct and ensure the ongoing enjoyment and maintenance of these buildings.
- F Building height must not obstruct the Obstacle Limitation Surfaces to ensure adequate access to the Wagga Wagga Airport is maintained.

*Development of land indicated as the former wool combing ponds site on **Figure 7: Landscape strategy for minimising visual impact***

- G Buildings and structures on this land must have a maximum height of 15 metres.
- H Bench levels for this site should aim to cut into the site more than fill, to make landscape buffers between the bench levels more effective in screening the built form.

*Development of land indicated as the Byrnes Road site on **Figure 7: Landscape strategy for minimising visual impact***

- I Buildings and structures on this land must have a maximum height of 15 metres.

Supporting provisions to be developed as part of the Delivery Plan

- A strategy for the reuse of heritage listed buildings and principles for the design of the heritage curtilage should be provided.
- A design guide that includes directions around building materials and colour selections must be provided. Colours and materials must support minimisation of visual impacts.
- Controls for development along the Olympic Highway should consider the visual prominence of this part of the Precinct and its role as a Gateway to Wagga Wagga City. Consideration should be given to fencing typology and rear of property uses in the Regional Enterprise Zone along the Olympic Highway.
- Controls for landscaping on private lots must be provided.
- Front setback controls must be provided, with a view to creating diverse streets and improving walkability and activation of primary streets.
- Side and rear boundary planting controls must be provided.
- Controls for managing cut and fill must be provided.
- Requirements for demolition and decommissioning must be provided.
- The Delivery Plan must encourage best practice approaches to lighting design.

3.3 Environment and Sustainability

3.3.1 Biodiversity, vegetation and riparian corridors

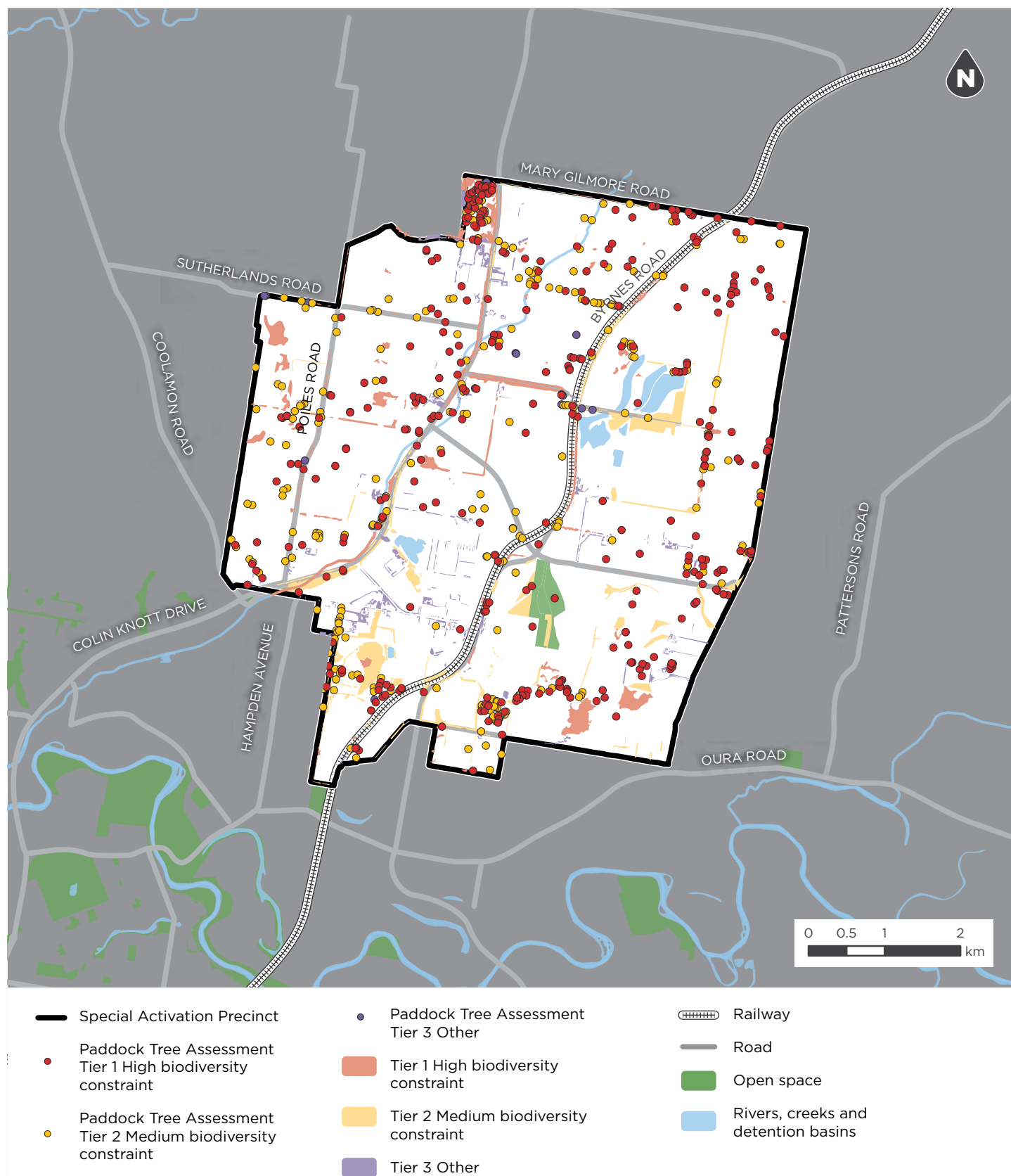
The Precinct includes important areas of biodiversity including pockets of Blakely's Red Gum – Yellow Box grassy tall woodland, Superb Parrot's and hollow bearing trees. The Master Plan seeks to protect and enhance these biodiversity values. Complimenting the controls set out in the Master Plan, an Environmentally Sensitive Areas map (that draws on the information presented in **Figure 8: High value biodiversity areas to be retained**) is contained within Schedule 2 of the Activation Precincts SEPP identifying land of environmental importance where complying development cannot occur.

Aims

- To preserve the Precinct's landscape, cultural, heritage and biodiversity values.
- To minimise the removal of remnant vegetation wherever possible.
- To increase the number of trees in the Precinct, including strategic revegetation to connect existing habitat.
- To preserve and rehabilitate natural waterways, which contribute to the area's character and biodiversity.
- To improve water quality and reduce stormwater run-off through passive landscape design.



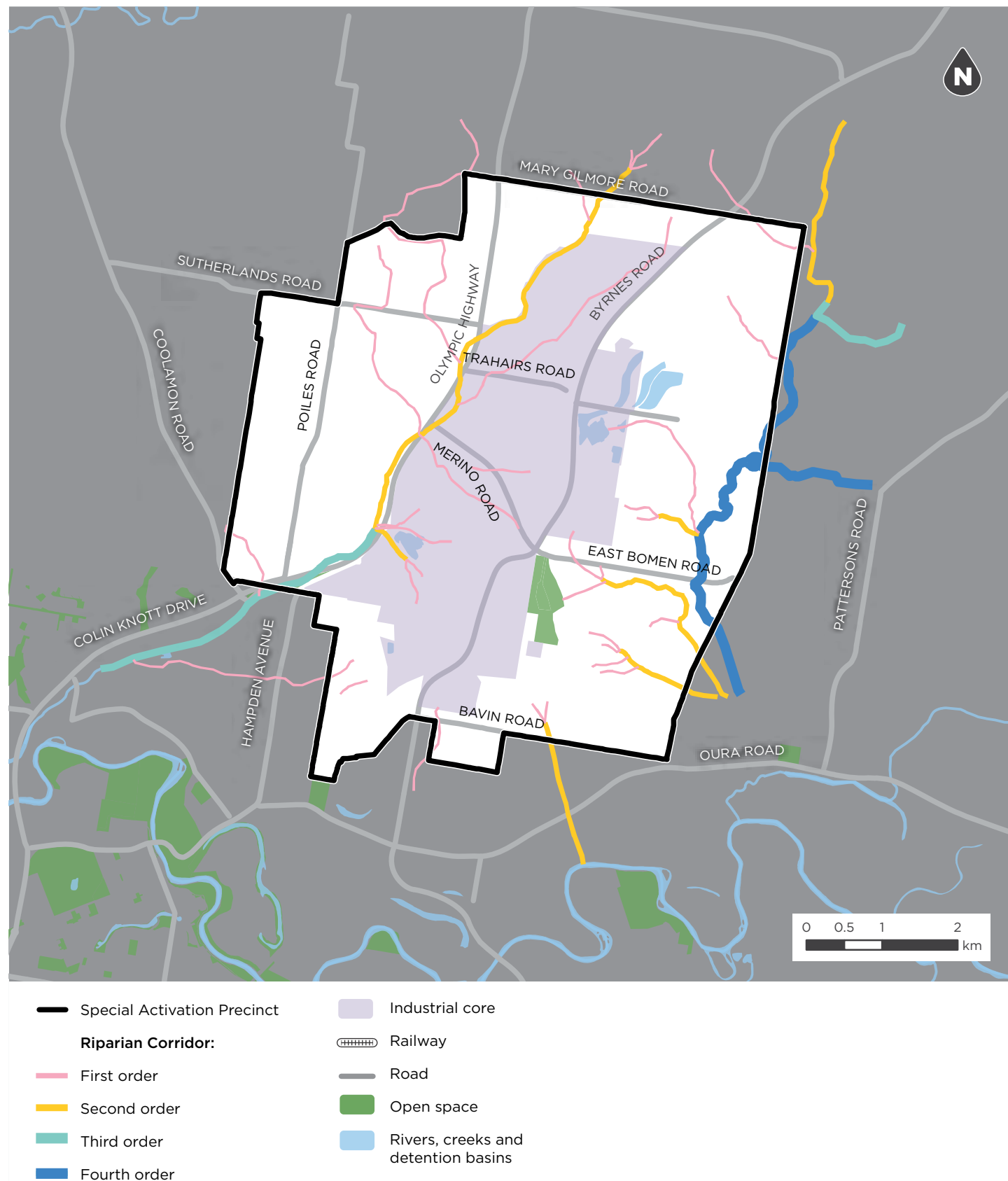
Figure 8: High value biodiversity areas to be retained



Performance criteria

- A All trees and grasslands to be retained where possible, and incorporated into landscape areas, vegetated setbacks, into car park design or into the public domain.
- B Areas of high-ecological value and Tier 1 and 2 trees, shown at **Figure 8: High value biodiversity areas to be retained**, should not be removed. The only exception is for unavoidable tree loss as part of the delivery of streets, utilities or stormwater infrastructure by Regional Growth NSW.
- C Significant planting of climate ready species on private lots is encouraged to create new habitat, provide connections between habitat and mitigate urban heat island impacts. These species are those from a genetic source (usually seed) that have been assessed as being able to grow comfortably in the conditions projected from the present day to the end of the life of the tree.
- D Tree planting should occur in the Rural Activity Zone to contribute to the improvement of biodiversity.
- E Riparian corridors, as shown in **Figure 9: Classification of riparian corridors** must be preserved and revegetated where possible. Setbacks to the corridors are to be provided in accordance with the *Water Management Act 2000*, which requires the following setbacks, amongst other controls:
 - i. **1st order streams**
10m setback each side of the watercourse, measured from the bank edge
 - ii. **2nd order streams**
20m setback each side of the watercourse, measured from the bank edge
 - iii. **3rd order streams**
30m setback each side of the watercourse, measured from the bank edge
 - iv. **4th order streams**
40m setback each side of the watercourse, measured from the bank edge
- F Over time, opportunities to redesign streets where they intersect with 3rd and 4th order riparian corridors should be investigated, with a view to separating the two, promoting uninterrupted flow, and providing road crossings with culverts and bridges.

Figure 9: Classification of riparian corridors

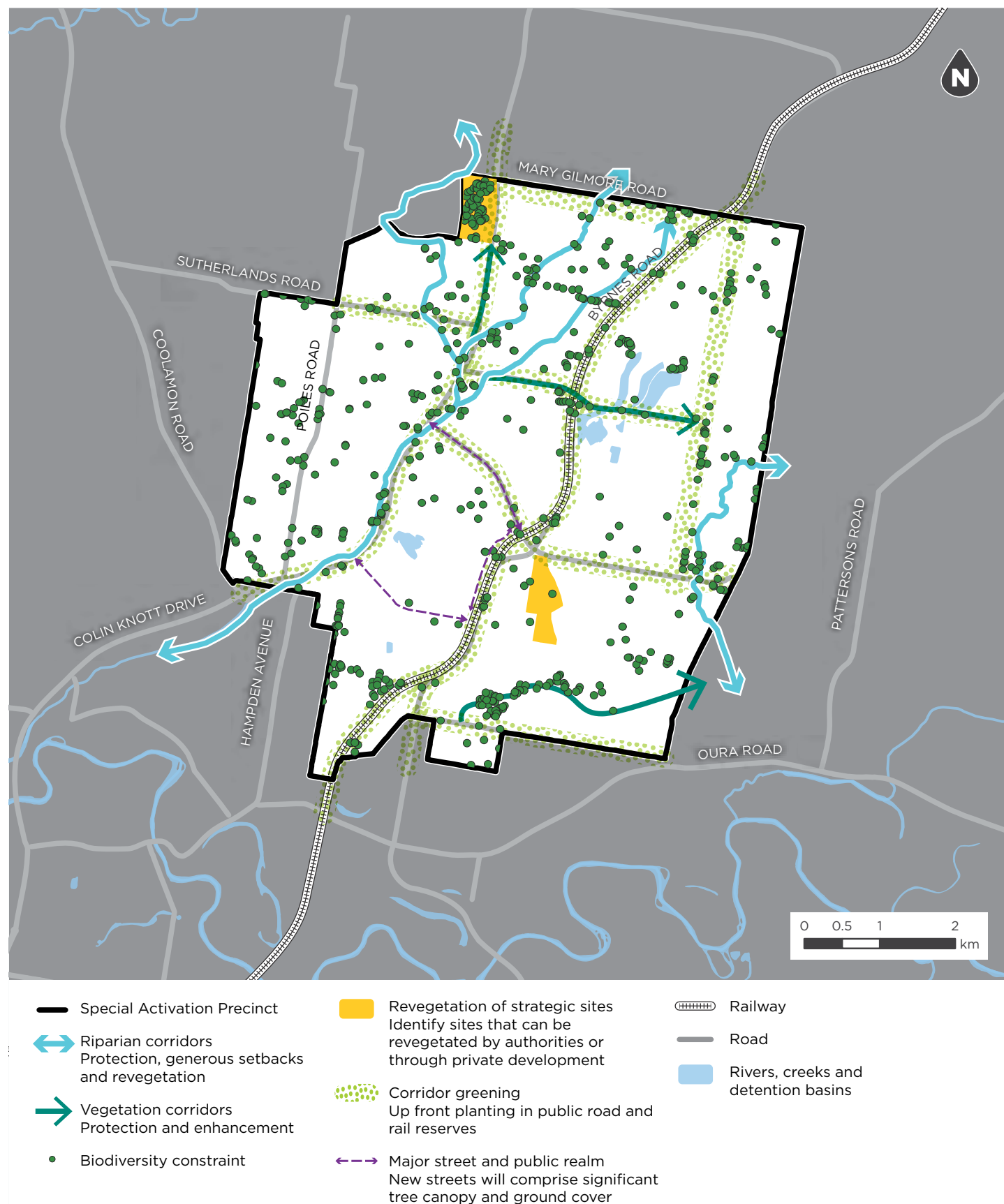


Source: Rhelm 2019

Supporting information to be provided as part of the Delivery Plan

- A landscape and vegetation management plan that incorporates the principles from **Figure 10: Vegetation and biodiversity principles** and **Figure 7: Landscape strategy for minimising visual impact** is to be provided and address:
 - The retention and maintenance of remnant vegetation.
 - Additional planting and creation of connections between habitat where possible.
 - Site-level setback and landscape controls.
 - Planting and maintenance.
 - If any new public open space, or publicly accessible areas or paths are proposed, a strategy for the long-term ownership and management.
 - Specific areas of public land to be planted by public authorities.
 - Front, rear and side setback controls and planting requirements for private lots.
 - Riparian corridors, setbacks and potential design objectives for development interfacing with watercourses.
 - Planting along road reserves in a manner that addresses road safety risk.
 - The identification of climate ready species.
 - The mitigation of urban heat island impacts.
 - Connection to Country through landscape design.
- The Delivery Plan should provide information on how vegetation clearing and biodiversity offsets will be managed in the Precinct.

Figure 10: Vegetation and biodiversity principles



3.3.2 Air quality and odour

To mitigate and manage air quality and odour impacts from the proposed industrial uses, site specific controls have been developed as well as a cumulative precinct performance measure. This approach provides certainty, avoids individual modeling for each development proposal and will aid in monitoring emissions. Importantly, it accounts for cumulative impacts of development over time. The controls require that higher impact development be concentrated at the centre of the Precinct. This will ensure that sensitive uses at the periphery of the Precinct are protected from unacceptable impacts.

Aims

- To maintain air quality and amenity for people who work and live in the precinct and its surrounds.
- To ensure that development minimises impacts on air quality and amenity.
- To ensure the ongoing monitoring of air quality and odour in the precinct.

Performance criteria

- A An individual odour emitting operation must not result in exceedance of the cumulative Received 2 Odour Unit Limit Contour for any receiver shown at **Figure 11: Maximum received odour limits and maximum odour emission rates.**
- B Development must not exceed the odour emission rate per hectare from the site in accordance with the Maximum Odour Emission Rate shown at **Figure 11: Maximum received odour limits and maximum odour emission rates.**
- C Development must not exceed the air quality emission rate per hectare from the site in accordance with the Maximum NO_x Emission Rate shown at **Figure 12: Air quality impact.**
- D An individual air quality impacting operation must not result in exceedance of the cumulative Extent of Impact 95ug/m³ Contour shown at **Figure 12: Air quality impact.**

- E Development with stacks should be in the preferred stack locations shown in **Figure 13: Preferred locations for stacks.** Development for any stacks outside of this area will need to be subject to additional impact assessment as part of any application for development.
- F The technical study that informed the Master Plan modelled environmental impacts of existing industries and technology in Australia. As such, proposals involving new technology or emerging industries in NSW must be accompanied by an air quality assessment and odour modelling to demonstrate compliance can be achieved.
- G The Development Corporation must establish appropriate monitoring facilities early in the Precinct's development as part of the enabling works. A minimum of four unattended monitoring stations at locations along the Precinct boundary that are representative of receiver locations and areas between industrial activity and receivers should be provided or any alternative approach must demonstrate that it will achieve equal or better outcomes.

Supporting provisions to be developed as part of the Delivery Plan

- The Delivery Plan must outline the mitigation and management measures that will be adopted to minimise air quality (including dust) and odour impacts of the Precinct.
- The Delivery Plan must set out the monitoring and reporting process for air quality and odour.

Figure 11: Maximum received odour limits and maximum odour emission rates

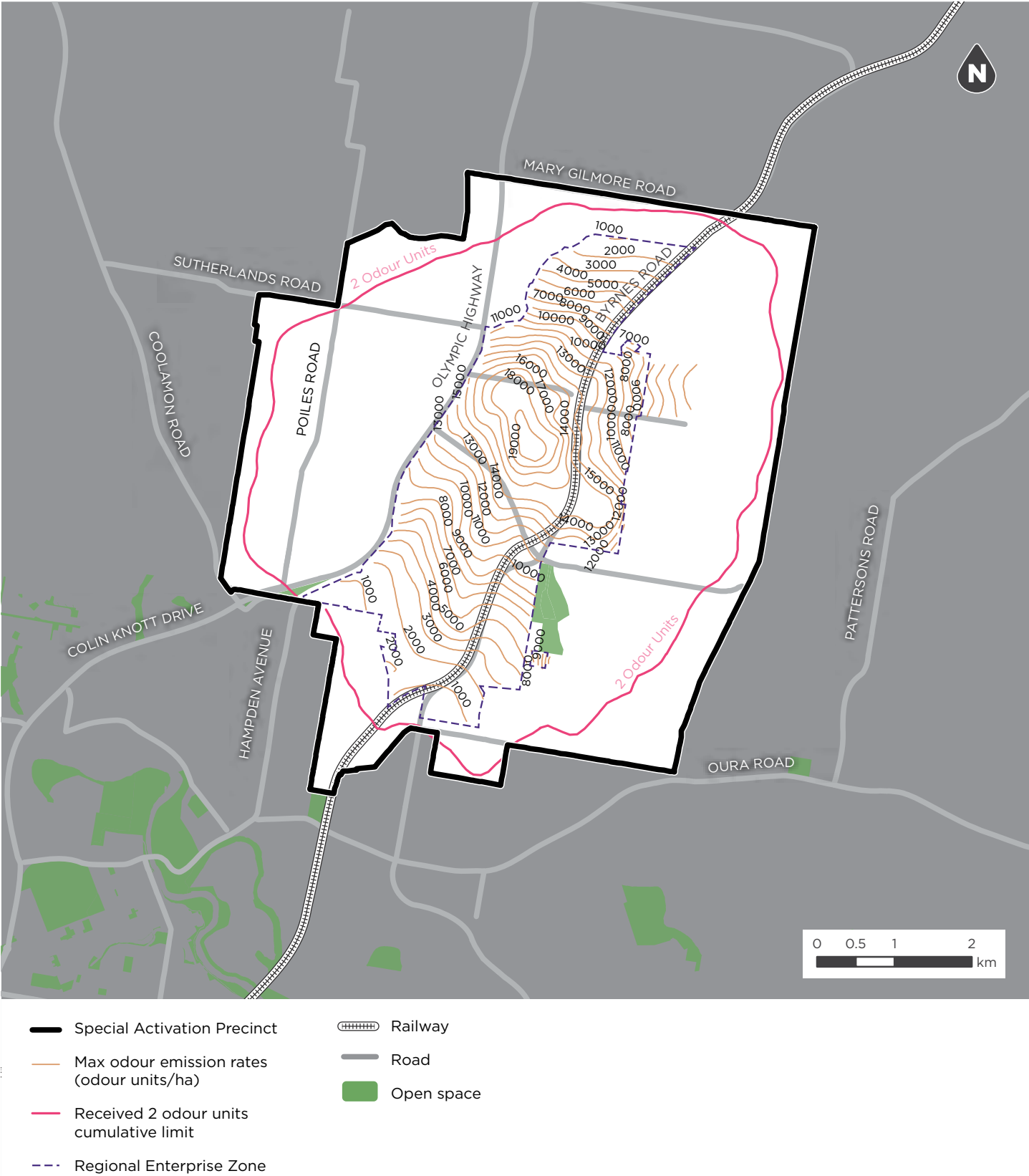


Figure 12: Air quality impact

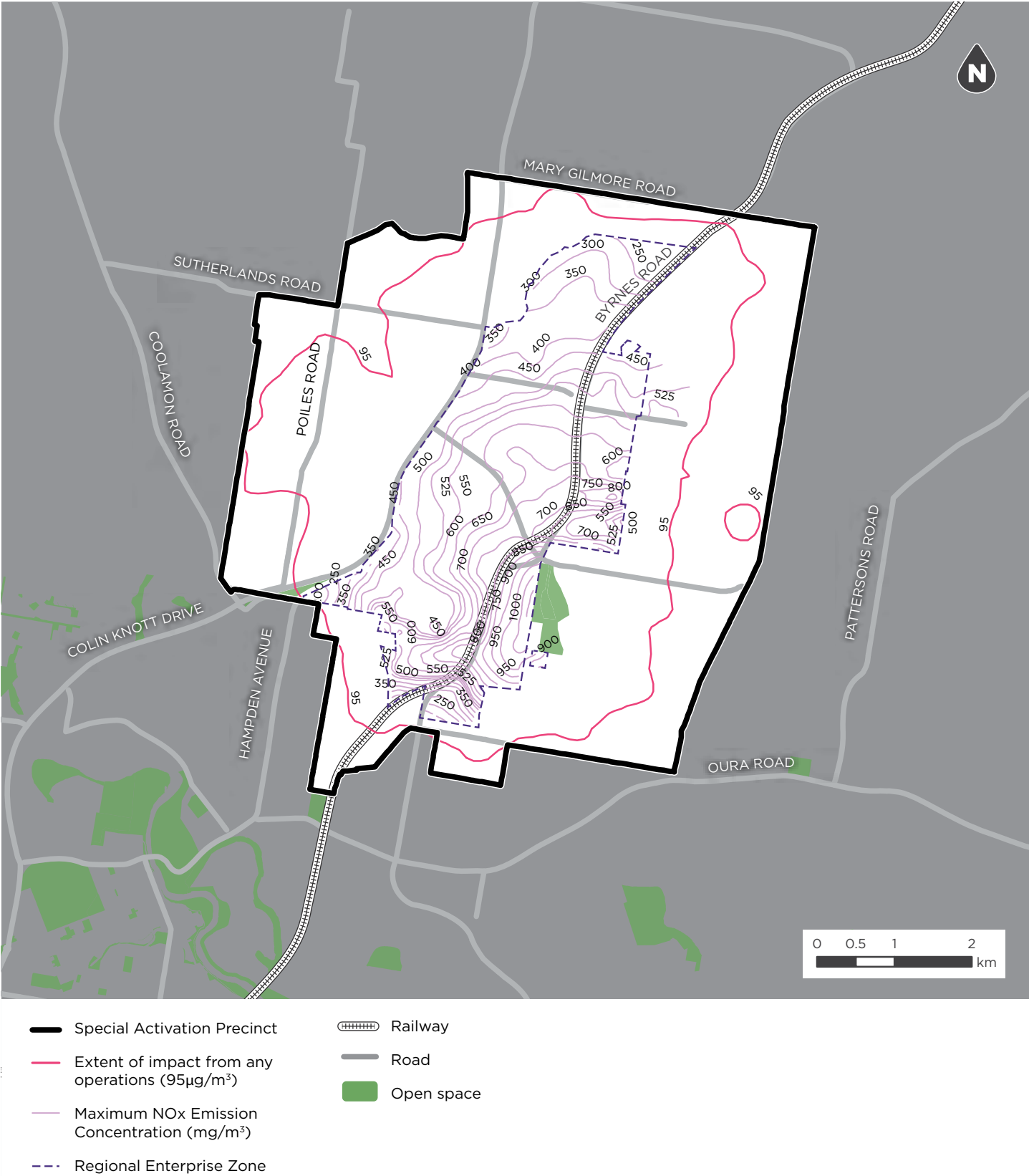
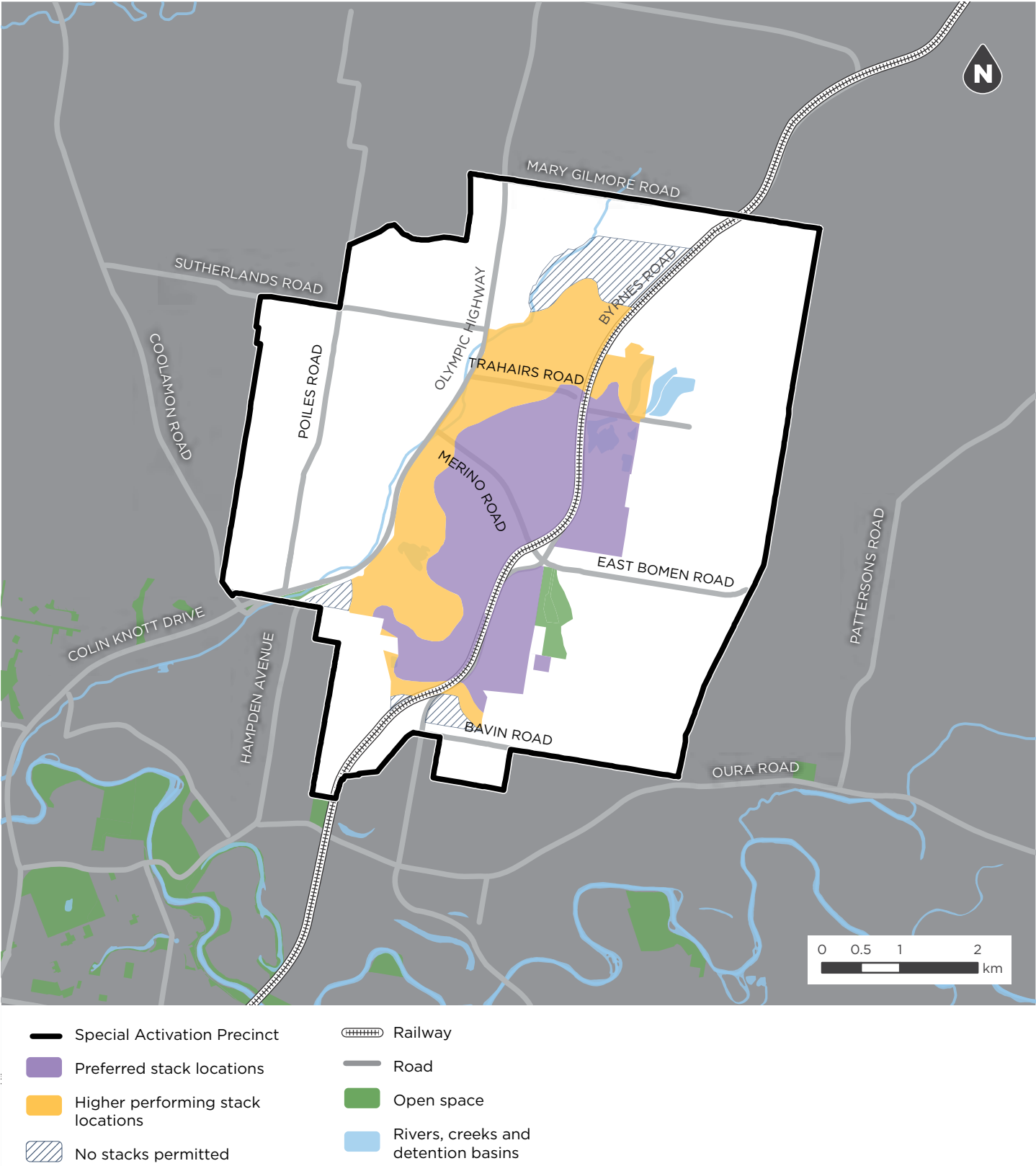


Figure 13: Preferred locations for stacks



3.3.3 Noise

The approach to mitigating and managing noise impacts follows the same approach as taken for air quality and odour. Site based controls as well as a cumulative precinct performance measure are provided to ensure that sensitive uses at the periphery of the Precinct are protected from unacceptable noise impacts.

Aims

- To manage the emission of noise for people who work and live in the precinct and its surrounds.
- To ensure that development minimises noise impacts.
- To ensure the ongoing monitoring of the Precinct for noise performance.

Performance criteria

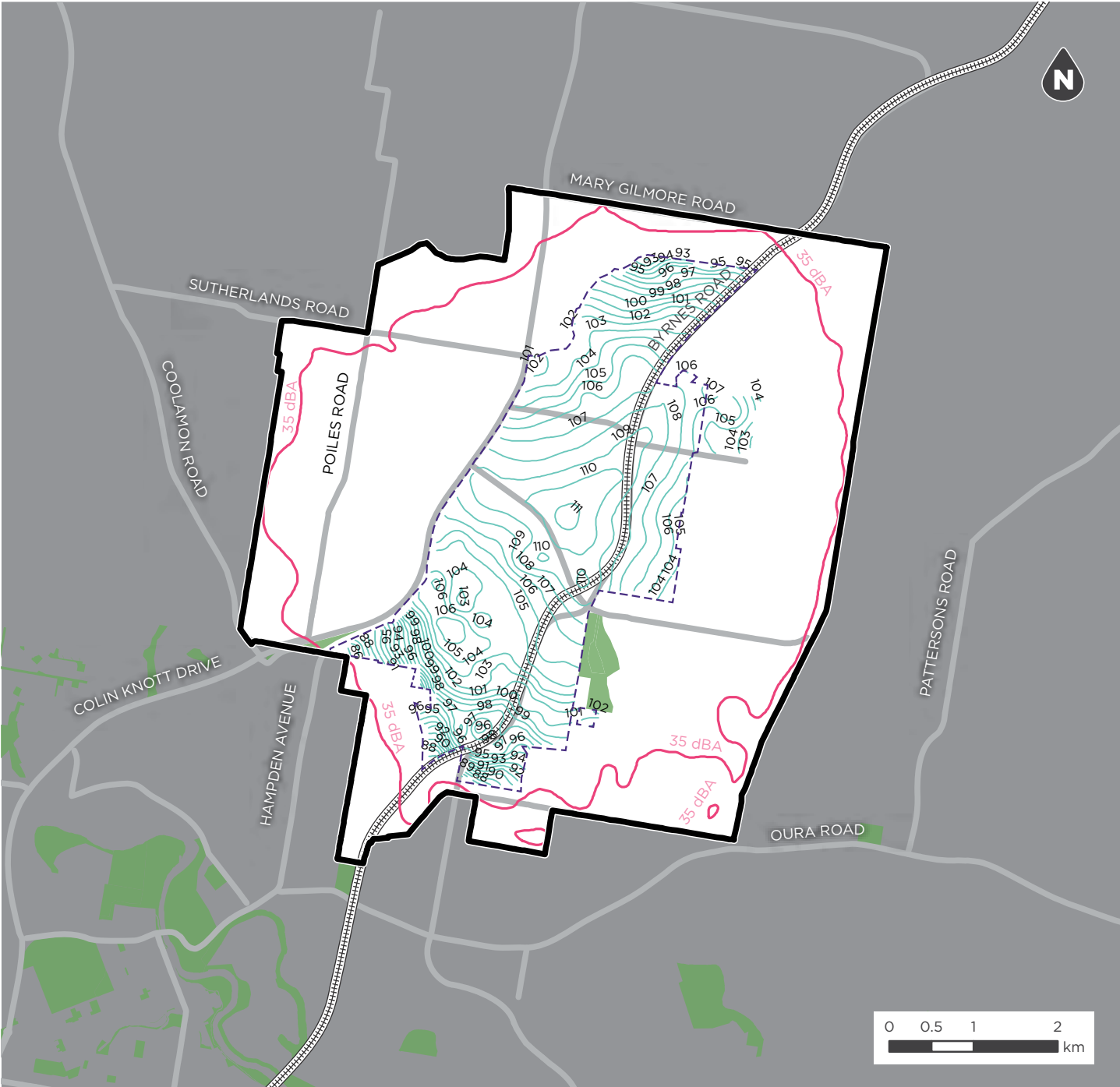
- A Development must demonstrate noise generated is consistent with the sound power allowance per hectare as set out by **Figure 14: Maximum attenuate sound power level (receiver)** from the source site.
- B An individual noise impacting operation must be not result in exceedance of the cumulative Extent of Impact 35dBA Contour shown at **Figure 14: Maximum attenuate sound power level (receiver)**.

- C The Development Corporation is responsible for ensuring that the cumulative impacts of development are consistent with this precinct-scale target, through the issue of individual Activation Precinct Certificates.
- D The Development Corporation must establish appropriate monitoring facilities early in the Precinct's development as part of the enabling works. A minimum of four unattended monitoring stations at locations along the Precinct boundary that are representative of receiver locations and areas between industrial activity and receivers should be provided or any alternative approach must demonstrate that it will achieve equal or better outcomes.

Supporting provisions to be developed as part of the Delivery Plan

- Any construction or operational management plan must include noise and vibration considerations.
- The Delivery Plan must set out the monitoring and reporting process for noise generated from within the Precinct including an outline of how the cumulative noise impacts from the Precinct will be managed to ensure the noise criteria is met.

Figure 14: Maximum attenuate sound power level (receiver)



- Special Activation Precinct
- Max extenuated sound power level (dBA/ha)
- Extent of impact from any operations 35dBA limit
- Regional Enterprise Zone
- Railway
- Road
- Open space

3.3.4 Water Resources (Stormwater and Groundwater)

The Murrumbidgee River flows through the township of Wagga Wagga and its tributaries, Wheel of Fortune Creek and Dukes Creek, traverse the Precinct. Water flow within these tributaries is largely intermittent except for some pool areas. There are also some important groundwater areas located in the south-western and eastern parts of the Precinct's rural buffer.

The controls in this section have been developed to protect Wagga Wagga's important water resources. They provide protections for surface water and groundwater both within and outside of the Precinct.

With the assistance of funding from the Snowy Hydro Legacy Fund, NSW is developing long-term regional water strategies for 12 areas, including the Murrumbidgee region. The *Murrumbidgee Regional Water Strategy* (currently being drafted and expected to be exhibited mid 2021) will bring together the best and latest climate evidence with a wide range of tools and solutions to plan and manage the water needs in the Murrumbidgee region over the next 20-40 years. Once finalised, the strategy will be a useful tool for supporting and guiding development within the Precinct.

Aims

- To protect the highly productive groundwater resources and to minimise the impacts of development on the quality, quantity and levels of groundwater.
- To ensure the total use of groundwater and surface water is managed within the sustainable yields so that these water sources are available for future generations and water dependent ecosystems are safeguarded.
- To ensure regular stormwater flows are maintained across the Precinct for environmental flow purposes for waterways in and downstream from the Precinct.
- To ensure stormwater runoff quality is appropriately managed across the Precinct.
- To ensure the condition of waterbodies and their riparian zones are protected.

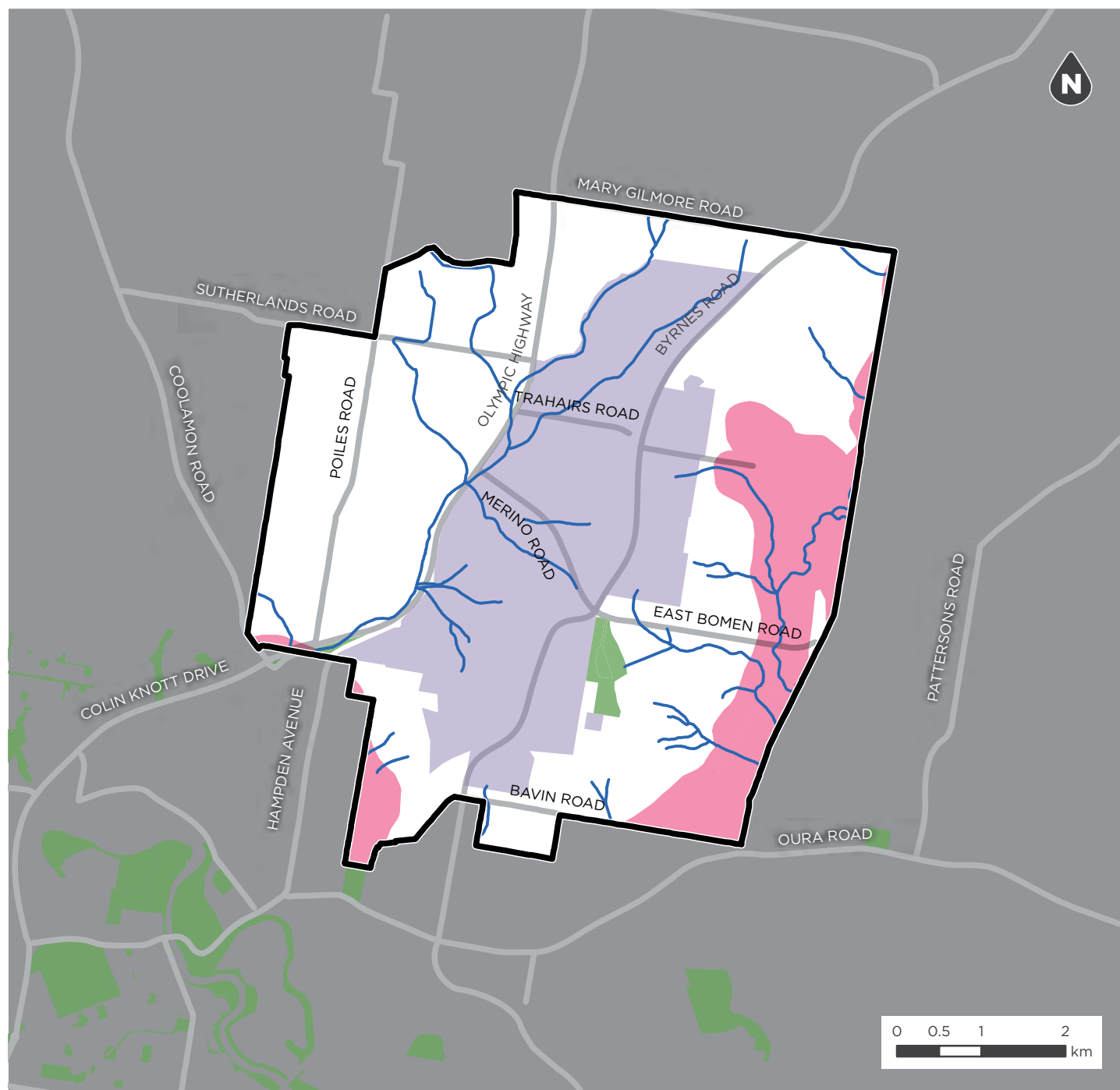
Performance criteria

- A Maintain or improve the ecological condition of waterbodies and their riparian zones in catchments over the long term.
- B The stormwater run-off at the Precinct boundary must not be altered in terms of Pre-development flow and water quality (except where an improvement in water quality can be demonstrated). The following must be achieved:
 - i. Less than a 10% change in the modelled annual runoff from each site and in the aggregate in wet, dry and average rainfall conditions (being 90th percentile, 10th percentile and 50th percentile rainfall years for the nearest relevant rainfall gauge with at least 50 years of rainfall records).
 - ii. A neutral or beneficial effect on water quality (in terms of annual pollutant loads for the same rainfall conditions considered as in B(i));
- C The quality of water leaving the Precinct at its edges must be pre-development quality or better in terms of:
 - i. pH
 - ii. total suspended solids
 - iii. Total phosphorous
 - iv. Total nitrogen
 - v. Gross pollutants
- D Discharge of wastewater and/or contaminated storm water to watercourses or waterways is not permitted unless otherwise specified in an environmental protection licence issued under the *Protection of the Environment Operations Act 1997*.
- E Development must:
 - i. obtain the appropriate water licenses in accordance with the *Water Management Act 2000* and consider the relevant Water Sharing Plan;
 - ii. ensure that waste and resource management facilities manage wastewater, firewater, leachate and stormwater separately;

- iii. be designed to prevent adverse environmental impacts including the risk of contamination to groundwater sources and the town water supply; and
 - iv. consider the potential for water reuse.
- F Erosion and sediment control should be managed during construction to ensure impacts to waterways are minimised in accordance with *Managing Urban Stormwater: Soils and Construction* prepared by Landcom dated March 2004. Consideration should be given to limiting the amount of exposed excavated soil to a particular area during construction.
- G The following land uses are not permitted within the groundwater protection zone (shown at **Figure 15: Groundwater protection zone**) unless the Issuing Authority is satisfied that the development is unlikely to adversely impact on existing groundwater sources, is unlikely to adversely impact on future extraction from groundwater sources for domestic and stock water supplies and is designed to prevent adverse environmental impacts, including the risk of contamination of groundwater sources from on-site storage or disposal facilities:
- i. industries
 - ii. intensive livestock agriculture
 - iii. rural industries
 - iv. sewerage systems
 - v. turf farming
 - vi. waste or resource management facilities
 - vii. water supply systems
 - viii. works comprising waterbodies (artificial).

Supporting provisions to be developed as part of the Delivery Plan

- The Delivery Plan must provide a strategy to ensure that development in the Precinct does not impact groundwater, including the town's drinking water supply and groundwater dependent ecosystems.
- Guidance around erosion and sediment management should be included in the Delivery Plan to inform Construction Management Plans for individual developments.
- The Delivery Plan must provide site specific controls for how Performance Criteria B i) and ii) will be achieved.
- The Delivery Plan must provide a strategy for registered bores located outside the groundwater protection zone and with a water supply use (stock, domestic, irrigation and water supply). The aim is for no change to the long-term viability of the bores, in terms of quality and quantity.
- The Delivery Plan should incorporate water sensitive urban design principles for the management of water quality and efficiency.

Figure 15: Groundwater protection zone

- Special Activation Precinct
- Groundwater Protection Zone
- Industrial core
- Watercourses and waterbodies
- ⊞ Railway
- Road
- Open space

3.3.5 Flood Risk Management

The Murrumbidgee River's floodplain reaches a small part of the Precinct's southern extent. Tributaries of this river that are located within the Precinct, being Wheel of Fortune Creek and Dukes Creek, are lower order streams with far less extensive floodplains than the Murrumbidgee however are areas of both environmental value (**3.3.1 Biodiversity, vegetation and riparian corridors**) and can be natural hazards in times of flood. The controls in the Master Plan have been developed to manage these risks.

It is important to note that there are aspects of flood risk management that can inter-relate with stormwater and groundwater (controls for which are contained in **3.3.4 Water Resources (Stormwater and Groundwater)**). For this reason it is important that consideration be given to possible ways these elements can be managed in together to create better outcomes. For example flood detention schemes can often be co-located with water quality treatment facilities.

It is also important to note that flooding associated with lower order streams can be mitigated through works associated with road networks or through broader stormwater strategies. Some of the flood prone land that has been identified in the technical reports, and that is reflected in **Figure 16: Flood prone land**, can be modified to incorporate development.

*Note: The Flood Planning Area (FPA) is the 1 in 100 Annual Exceedance Probability (AEP) with climate change flood extent to ensure land is set aside for the managing of the existing and future flood risk associated with climate change. The FPA is shown in **Figure 16: Flood prone land**.*

*Note: The Special Floodplain Considerations (SPC) area is the area between the FPA and the Probable Maximum Flood (PMF) extent. The SPC area is shown in **Figure 16: Flood prone land**.*

Aims

- To minimise the flood risk to life, property and the environment associated with the use of the land in the Precinct.
- To allow development on land that is compatible with the flood hazard and flood function of that land considering projected changes as a result of climate change.
- To maintain the existing flood behaviour, flood function and the environment.
- To ensure safe and appropriate uses of land in the Precinct.
- To enable safe evacuation from land in the Precinct.

Performance criteria

- A The performance criteria for peak flow is detention of post development flows to match the pre-development peak flow up to and including the 1 in 100 AEP flood event with climate change.
- B Development must generally, occur outside of the FPA (shown at **Figure 16: Flood prone land**) unless it can be demonstrated that risks can be suitably managed. This allows for the maintenance of flood function and to avoid adverse effects on flood behaviour to the detriment of other properties or the environment of the floodplain.
- C The 1 in 100 AEP with climate change event must be managed within the Precinct boundary by:
 - i. Development is to provide on-site detention to control flood flows up to the 1 in 100 AEP event.
 - ii. Precinct-wide infrastructure will generally use regional detention basins to manage flooding events for the incremental flows between the 1 in 100 AEP and up to the 1 in 100 AEP event with climate change.
- D Development must be sited, designed and located to avoid or mitigate the flood risk to people, property and infrastructure such that:
 - i. Flood risk is managed through site-specific built form and design.
 - ii. Sensitive, vulnerable and critical uses are avoided in the floodplain.
- E Development and uses which involve the storage or disposal of hazardous materials must not be located in the floodplain (FPA or SPC) unless the materials are totally isolated from floodwaters.
- F The following land uses are not permitted within the land mapped within the FPA (shown at **Figure 16: Flood prone land**) unless it can be demonstrated that risks can be suitably managed (e.g. through freeboard levels):

- i. aquaculture
- ii. industries
- iii. intensive livestock agriculture
- iv. liquid fuel depots
- v. highway service centres
- vi. rural industries
- vii. service stations
- viii. sewerage systems
- ix. heavy industrial storage establishments
- x. turf farming
- xi. waste or resource management facilities
- xii. water supply systems
- xiii. freight transport facilities

G The following sensitive, vulnerable and critical land uses are not permitted within the land mapped within the Flood Planning Area (FPA) or the Special Flood Considerations (SPC) area (shown at **Figure 16: Flood prone land**).

- i. centre-based child care facilities
- ii. educational establishments
- iii. emergency services facilities

Note: Some types of uses may be appropriate in the SPC area providing a suitable evacuation management plan is provided when applying for an Activation Precinct Certificate.

H Despite (I) above, tertiary institution uses may be appropriate in the SPC area where it can be demonstrated that the site can be safely evacuated in a flood event. An evacuation plan must be submitted as part of the application for an Activation Precinct Certificate for this type of development, and the Issuing Authority must form the opinion that the site can be safely evacuated before an Activation Precinct Certificate can be issued.

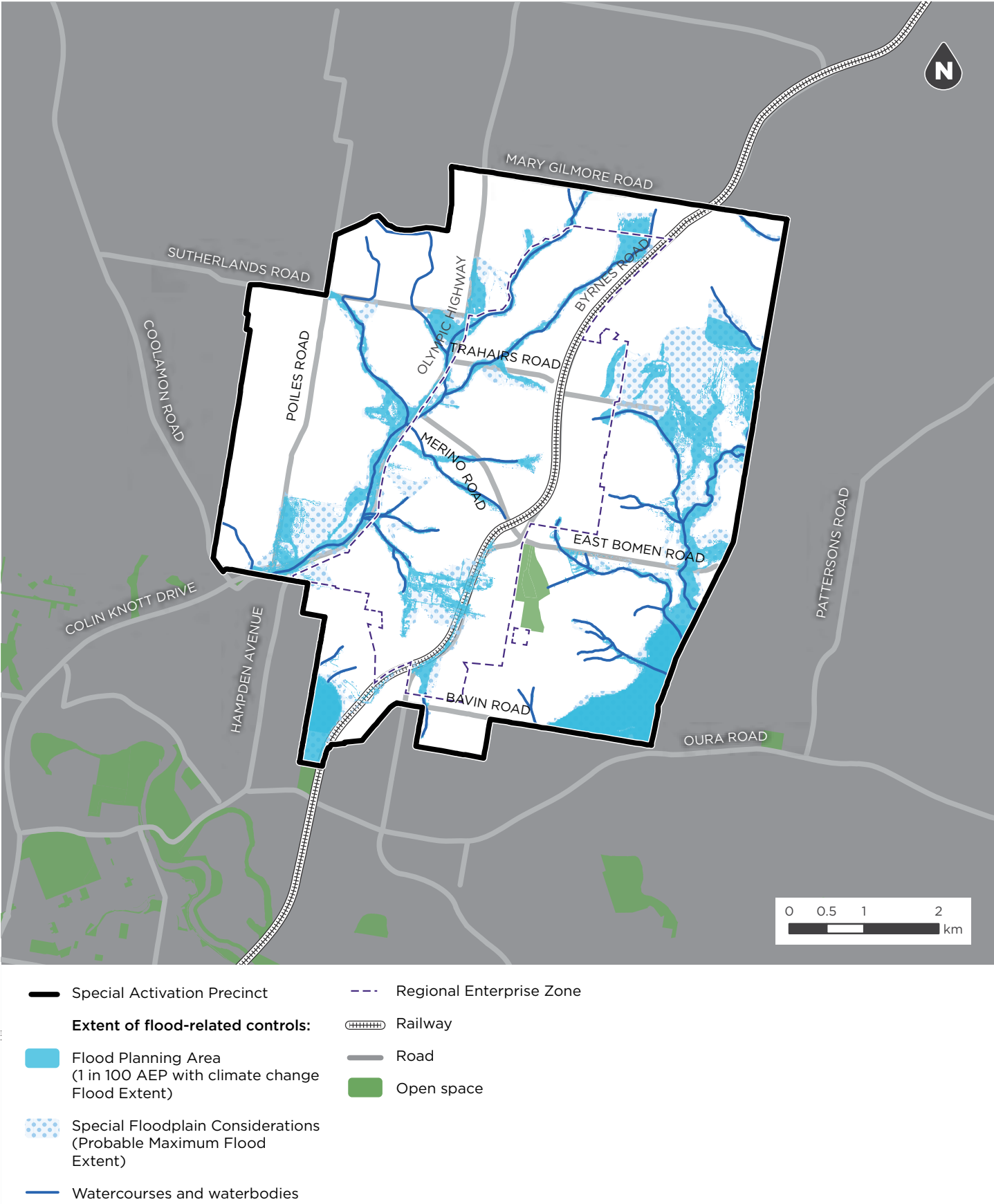
Supporting provisions to be developed as part of the Delivery Plan

- A flood risk strategy must be prepared that outlines the evacuation and emergency strategies in flood events up to and including the PMF. The strategy must be in accordance with the *Technical flood risk management guideline* prepared by

Australian Institute for Disaster Resilience H1-H6 classification system (as modified from time to time) to determine the design for any buildings that are to be used for shelter in place provisions located within the floodplain.

- A stormwater management strategy must be prepared that demonstrates:
 - The strategy for precinct-wide infrastructure, such as detention basins.
 - Site level controls for stormwater detention and reuse.
 - The flood planning levels and design requirements (including emergency response) for development within the FPA and the SPC area (shown on **Figure 16: Flood prone land**).
 - Development controls for flood detention on development lots.
 - The monitoring and reporting process for ensuring that the stormwater will not have an adverse impact on the environment, including the health of the waterways and groundwater.
 - How the development sites meet the requirements and objectives of the Regional Water Quality and Quantity network as identified in *Detention Basin Investigation, Wagga Wagga Special Activation Precinct* prepared by Rhelm dated March 2020.
 - How the required flood conveyance and detention infrastructure (such as earthworks to reinstate waterways to convey flows and their associated riparian corridors (**Figure 9: Classification of riparian corridors**)) has been designed to be consistent with the landscape and vegetation management plan described in **3.3.1. Biodiversity, vegetation and riparian corridors**), formalises flow paths where those paths are informal or poorly defined and provides for detention basins to attenuate runoff due to the change in imperviousness of the land surface.
 - How engineering solutions may modify flood prone land enabling development opportunities through stormwater mitigation.

Figure 16: Flood prone land



3.3.6 Sustainability

The Master Plan has been prepared to ensure development maximises sustainability opportunities to achieve 'Eco-Industrial Park' recognition in accordance with the United Nations Industrial Development Organisation (UNIDO) framework. An Eco-Industrial Park is a place where businesses work together to achieve enhanced environmental, economic and social performance through collaboration. This collaboration could involve the physical exchange of materials, energy, water and by-products, creating a circular economy where one business' 'waste' becomes another's inputs.

A number of industries currently operating within the Special Activation Precinct area (located in the Bomen Business Park) have already made some connections to the national and global circular economies, recycling products such as oils and batteries to create new products which are used in Australia or exported overseas. The Master Plan aims to build on this base and grow and expand sustainability initiatives to ensure that the Precinct is future proofed and minimises its impacts.

It is important to note that there are a range of tools, organisations and programs available to support the delivery of strategic sustainability priorities within the Precinct such as the ISCA Rating Tool, Sustainability Advantage (a NSW Government program that provides organisations with sustainability initiative support) as well as funding opportunities.

The NSW Government has set an ambitious policy framework including the *Climate Change Strategy, Net Zero Plan Stage 1*, and is leading the development of other supporting strategies such as the *20-Year Waste Strategy* and *Clean Air Strategy for NSW*. These strategies will be an important resources for guiding initiatives and development within the Precinct.

Aims

- To establish the precinct as an Eco-Industrial Park and set a new standard for environmental performance for industrial precincts.
- To establish a robust framework for ongoing monitoring and reporting.
- To ensure industries maximise efficiencies, reduce emissions and collaborate to deliver a net zero emissions precinct.
- To establish a circular economy framework with closed looped systems that maximise resource efficiency.
- To integrate blue and green infrastructure in a way that supports ecological function and provides amenity through biophilia.
- To ensure climate risks are managed.

Performance criteria

- A Development must be inclusive and sustainable and demonstrate alignment with the principles in the UNIDO Eco-Industrial Park framework.
- B Green and blue infrastructure must be embedded into the Precinct wherever possible to create circular economy opportunities.
- C The Precinct is to be net zero emissions consistent with the Climate Active Carbon Neutral Standard for Precincts.
- D Consideration must be given to climate responsiveness and resilience. Climate change risks, hazards and opportunities must be considered in the design, construction and operation of the precinct.
- E Development should support a closed water cycle network, sustainable and active transport opportunities and the integration of green and blue infrastructure.

Supporting provisions to be developed as part of the Delivery Plan

- The Delivery Plan must consider how environmental management strategies can be adopted across the Precinct to meet environmental targets. This should include consideration of:
 - Targets for waste and material use/reuse.
 - An appropriate pathway, timeframe and targets for how the Precinct will reach net zero emissions, and if external certification is achievable.
 - Climate resilience and management.
- The Delivery Plan should provide examples and guidance for businesses on how to meet Eco-Industrial precinct standards and achieve net zero emissions targets.
- Consider appointment of a Circular Economy Concierge that provides:
 - i. support to existing businesses and a means of connecting them together;
 - ii. a conduit to seek businesses that if co-located could support each other;
 - iii. assistance in co-locating businesses and otherwise helping find the best location within the Precinct for the business to be located based on their resource and environmental requirements; and
 - iv. a conduit for targeting industry investment which could be well-suited to the Precinct.
- Consider the adoption of a Virtual Power Plant model (an electricity network that allows energy to be shared, both physically and virtually).

3.3.7 Assessing potentially hazardous and offensive development

For any potentially hazardous and offensive development *State Environmental Planning Policy No 33—Hazardous and Offensive Development* (SEPP 33) applies and provides the framework for assessing and managing risks.

For any potentially hazardous and offensive development that is proposed to be undertaken as complying development, the development must meet the requirements that are set out in the Activation Precincts SEPP and the Master Plan.

Any development that is determined to be hazardous or offensive, is prohibited in the Precinct.

Aims

- To ensure that potentially hazardous and potentially offensive industries are appropriately managed to protect human health and the biophysical environment.

Performance Criteria

- A Prior to the Activation Precinct Certificate being issued, potentially hazardous development must be identified as either low, medium or high risk by the Department.
- B Potentially hazardous development that is high risk is not to be complying development and will require a development application.
- C Hazard audits must be conducted every 12 months after the commencement of operation and every three years thereafter.

Supporting provisions to be developed as part of the Delivery Plan

- The Delivery Plan must detail how hazard audits and compliance reports for potentially hazardous developments will be conducted.

Definitions:

Potentially hazardous industry and potentially offensive industries are defined within SEPP 33.

3.3.8 Managing development on contaminated land

State Environmental Planning Policy No 55—Remediation of Land (SEPP 55) will continue to apply to land within the Precinct. Category 1 and 2 remediation works are required to be undertaken in accordance with SEPP 55. Category 1 remediation works will require a development application. Category 2 works will need to be undertaken separately as development without consent in compliance with SEPP 55, and not as part of an application for Complying Development under the Activation Precincts SEPP.

The Activation Precincts SEPP requires that an Activation Precinct Certificate cannot be issued unless the Issuing Authority has considered whether the land is contaminated and is satisfied the subject land is suitable for the proposed development or will be after remediation.

Aims

- To ensure that development adequately addresses contaminated lands.

Performance Criteria

- A Sensitive uses are not permitted to be located on contaminated lands.
- B Prior to issuing an Activation Precinct Certificate, the Issuing Authority must:
 - i. consider whether the land is contaminated (in considering whether land is contaminated (but not limited to) refer to **Figure 17: Areas of environmental interest**);
 - ii. consider whether the land on which the development is to be carried out:
 - is used, or was formerly used, for a purpose listed in Table 1 to clause 3.2.1 of the document entitled *Managing Land Contamination Planning Guidelines, SEPP 55—Remediation of Land* and published in 1998 by the Department of Urban Affairs and Planning and the Environment Protection Authority (as modified from time to time), or
 - is on the list of sites notified under section 60 of the *Contaminated Land Management Act 1997*.

- iii. if the land is contaminated, be satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out; and
- iv. if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, be satisfied that the land will be remediated before the land is used for that purpose.
- v. consult with the EPA on the matters outlined in B i.-iv.

*Note: Detailed site investigations are required to further understand potential contamination risks in the priority areas indicated on **Figure 17: Areas of environmental interest**. For the residual areas of environmental interest indicated, further assessment is required including as a minimum a detailed site inspection and where possible, an interview of previous occupants to ascertain whether a detailed site investigation is required.*

- C An application for a Complying Development Certificate for development on contaminated land must be accompanied by a statement issued by an Accredited Site Auditor certifying that:
 - i. the land is suitable for the intended purpose of the development having regard to the contamination status of the land; or
 - ii. the land would be so suitable if the remediation works specified in the statement were carried out.

Supporting provisions to be developed as part of the Delivery Plan

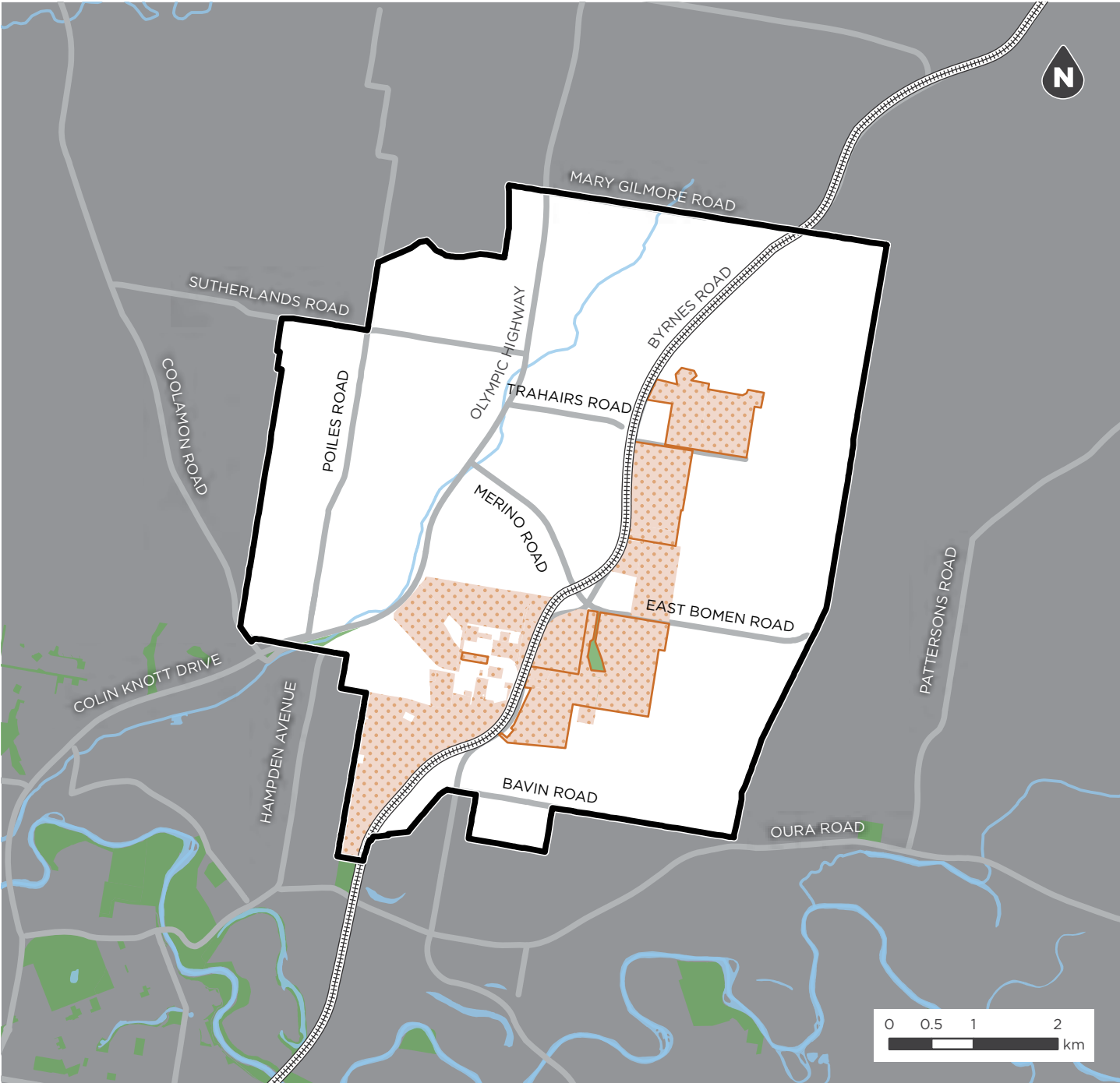
- The Delivery Plan must detail how development on contaminated lands will be recorded and monitored across the Precinct.

Definitions:

Category 1 remediation works (remediation work requiring consent) is work that presents elevated risk. The full definition of Category 1 works is found in SEPP 55.

Category 2 works (remediation work without consent) is remediation work that is not Category 1 and considered to be low risk. The full definition Category 2 works is found in SEPP 55.

Figure 17: Areas of environmental interest



- Special Activation Precinct
- Areas of environmental interest
- Priority sites
- Railway
- Road
- Open space
- Rivers, creeks and detention basins

3.3.9 Fire, Safety, Human Health and Biosecurity

Ensuring the Precinct is a safe place for workers and the community and preventing the introduction and spread of diseases or pests of animals and plants are key outcomes for the Precinct. The following section sets out controls that focus on facilitating safe development, biosecurity, fire protection and ensuring appropriate supporting infrastructure and facilities for emergency services. The purpose of these provisions is to protect both people and the environment.

Note: The Rural Fires Act will prevail over the Activation Precincts SEPP, this means that sensitive land uses such as childcare facilities cannot be complying development in bushfire prone lands.

Aims

- To ensure the Precinct provides a safe place for people to work, visit and live near.
- To ensure appropriate consideration is given to hazards and risks.
- To ensure emergency services personnel can appropriately carry out their duties and can do so in a safe manner.
- To ensure workers and the community are kept safe at all times.
- To ensure that development in bushfire prone areas is suitably designed to minimise the risk to property and life.
- To ensure biosecurity is managed to protect our economy, environment and community.

Performance criteria

- A Development must conform to the specifications and requirements of the current version of *Planning for Bush Fire Protection* published by the NSW Rural Fire Service. Bushfire requirements will only apply where land is located within a bushfire prone area. As clearing and development occur (and the risk changes), areas identified as bushfire prone will be adjusted over time.
- B Development's that receive combustible waste material must consider Fire and Rescue NSW's *Fire Safety Guideline - Fire Safety in Waste Facilities*.
- C New intensive agriculture development must consider biosecurity risks.

Supporting provisions to be developed as part of the Delivery Plan

Fire and Safety

- The Delivery Plan must be supported by a bushfire report which addresses performance criteria A.
- The Delivery Plan must detail:
 - How fire safety both on and off site will be managed for the precinct including site selection, asset protection zones, design and operation.
 - Requirements for safe storage and stockpiling of combustible material.
 - Fire safety planning including procedures including a precinct wide emergency and evacuation plan.
 - Access requirements for emergency service vehicles.
 - Requirements for utilities and services to ensure the needs of firefighters are met.
 - Requirements for consultation with Safe Work NSW, Fire and Rescue NSW and Rural Fire Service for developments that include solar energy generating facilities, waste and resource recovery facilities, dangerous goods and large isolated buildings to ensure these agencies are able to implement effective and appropriate risk control measures

Biosecurity

- The Delivery Plan must detail how biosecurity will be managed for intensive agriculture and waste disposal or resource management facilities.
- The Delivery Plan must provide guidance on how to appropriately address biosecurity risks such as the introduction, presence, spread or increase of a pest animal, pest or disease of animals, weed and animals or animal products becoming chemically affected and provide strategies to prevent, eliminate or minimise these risks for relevant developments.

Human Health Risk Assessment

- The Delivery Plan must consider the human health impacts of chemical, physical, microbiological hazards on workers in the precinct and sensitive receptors and detail how these impacts will be managed.



3.4 Community

Wagga Wagga is well serviced in terms of community and social infrastructure. As the population grows - supported and driven by greater opportunities for local jobs - it will be important that the Precinct plays its role in providing for the accompanying increase in community and social infrastructure needs.

Aims

- To ensure the delivery of social and community infrastructure that supports Wagga Wagga as it grows.
- To attract workers to the Precinct through the delivery of social and community infrastructure that is reflective of a high quality business precinct.
- To facilitate connections between people as well as businesses that strengthen cultural awareness, a sense of community, sustainability and drive innovation.

Performance Criteria

- A Prior to issuing an Activation Precinct Certificate for development within the commercial nodes, the Issuing Authority should consider how it will contribute to the social and community infrastructure needs of the Precinct and surrounding areas.
- B Public shared spaces within the Precinct should be designed to facilitate and encourage connections between people as well as businesses wherever possible.

Supporting provisions to be developed as part of the Delivery Plan

- The landscape and vegetation management plan should consider the delivery of visual appeal to improve mental well-being of workers and community, including green space, trees, screening, architecturally designed buildings and inclusive signage.
- The Delivery Plan should encourage the provision of amenities for employees at accessible locations.

3.5 Transport and infrastructure

Wagga Wagga is highly accessible by road, rail and air infrastructure to Australia's major cities and sea ports, as shown in **Figure 18: Transport context**. The area's centralised location and strong transport connections mean that it is within a 5 hour drive of 50% of Australia's population. The future establishment of the Inland Rail project and RiFL Hub through / within the Precinct are key catalysts for the Wagga Wagga Special Activation Precinct and will significantly strengthen accessibility. The RiFL hub, which is currently under construction, will greatly enhance the Precincts capacity in terms of supporting freight and logistics for local businesses.

A number of other projects are also in planning or underway that will further strengthen the transport network. Many of these projects were identified through the *Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040* (City of Wagga Wagga, 2017). The proposed transport infrastructure within the Special Activation Precinct has been developed to leverage and build on the existing and planned connections in the Wagga Wagga region. It seeks to provide both high levels of access from the Precinct to national and international markets as well as improved, all mode access across the Precinct itself.

Enabling Infrastructure

- 1

Two major arterial roads, the Sturt Highway and the Olympic Highway, intersect Wagga Wagga running roughly east to west and north to south respectively.
- 2

The Main South Rail line connects Sydney to Albury and onwards to Melbourne.
- 3

Wagga Wagga Regional Airport is one of the busiest regional airports in NSW, with over 120 flights between Wagga Wagga, Sydney and Melbourne each week.

- 4

A new on demand bus service has been established that connects Bomen to the Wagga Wagga CBD area and with the surrounding suburbs.
- 5

The Bomen Enabling Roads project to provide an improved, Higher Mass Limit (HML) capable road network, will connect to the new RiFL and help facilitate the effective and efficient movement of freight to and from markets in Sydney, Melbourne and in the future, Brisbane.
- 6

The Eunony bridge upgrade will provide better access to the Bomen Business Park and connections to the Olympic Highway for road freight.

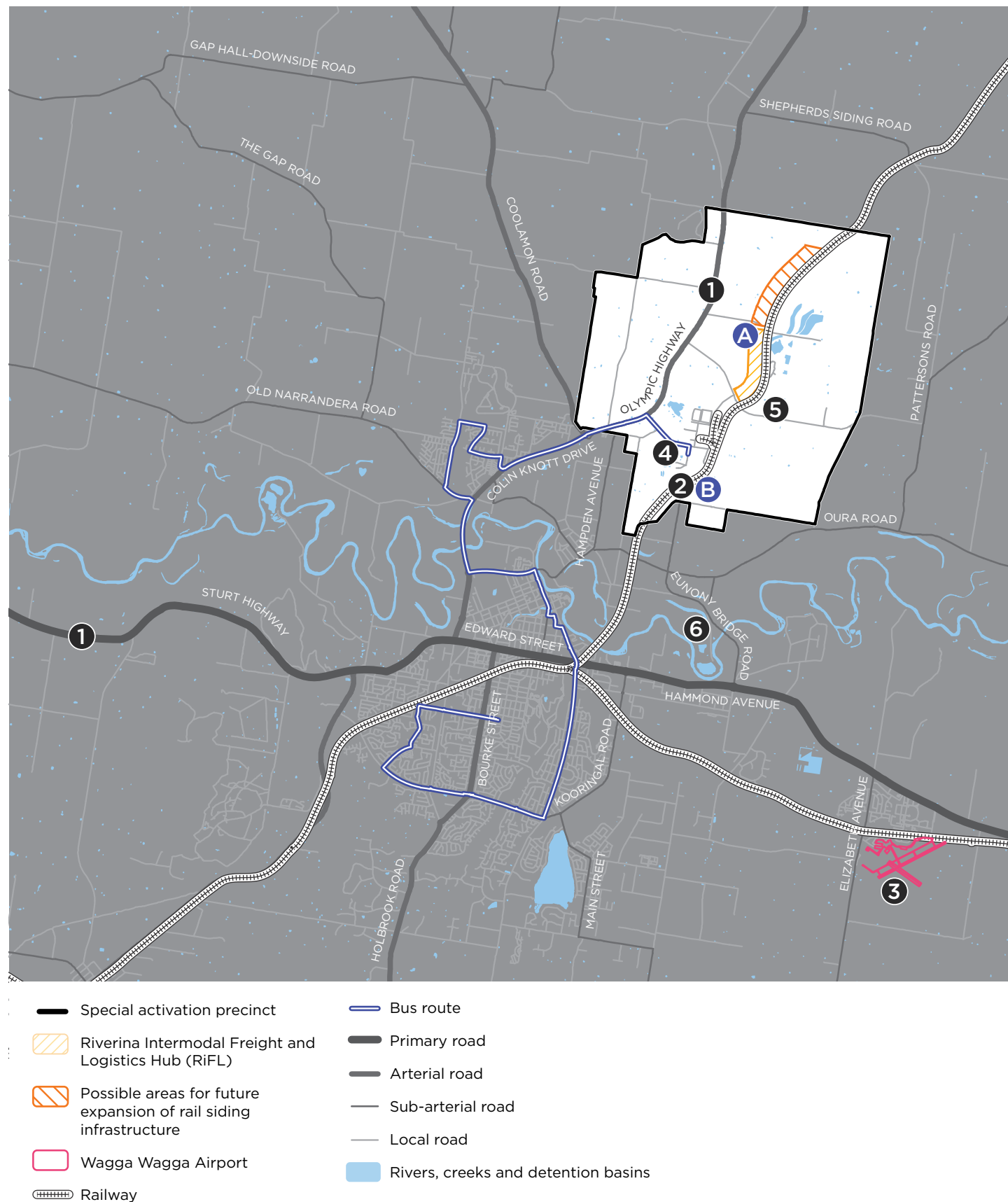
Planned Infrastructure

- A

The RiFL Hub is a freight precinct including an intermodal terminal that will allow the transfer of containers between road and rail, provide a complementary and adjacent industrial development and a rail siding and terminal loading tracks.
- B

Inland Rail will be a 1,700 km rail line between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. It will provide freight producers and regional centres with efficient rail access to domestic and international trade gateways. The Inland Rail corridor is expected to be fully operational by 2025. The Wagga Wagga Special Activation Precinct lies within the Albury to Illabo section which uses 185 km of the Main Southern Railway line.

Figure 18: Transport context



3.5.1 Streets and movement

Aims

- To ensure the timely and orderly delivery of access to sites in the Precinct.
- To ensure safe and efficient freight movements which also address local amenity issues, network impacts and infrastructure constraints.
- To provide safe access for all users throughout the precinct.
- To ensure independent mobility for people of all ages and abilities.
- To provide active transport linkages to key nodes and locations.
- To ensure infrastructure, streets and landscapes are ready for new technologies such as electric vehicles.

Performance criteria

- A The street network will be augmented over time to ensure effective servicing, active transport opportunities and orderly operation of the Precinct, in accordance with **Figure 19: Proposed street network**.
- B Development must provide operational access and egress for emergency services and occupants.

Supporting provisions to be developed as part of the delivery plan

- A street plan is to be developed as part of the Delivery Plan, and should include:
 - i. Street hierarchy
 - ii. Street types, sections and reserve widths
 - iii. Staging
 - iv. Methodology/triggers for upgrades
 - v. Long-term ownership and management
- The street plan must consider the guidance set out in the *NSW Heavy Vehicle Access Policy Framework* to support the safe and efficient movement of road freight.
- The Delivery Plan must identify preferred truck routes.
- The Delivery Plan must provide guidance for the delivery of the following within the Precinct:
 - Ride sharing
 - Electric vehicle charging infrastructure
 - Hydrogen refueling stations for passenger vehicles

Image courtesy of Wagga Wagga City Council



Infrastructure Overview










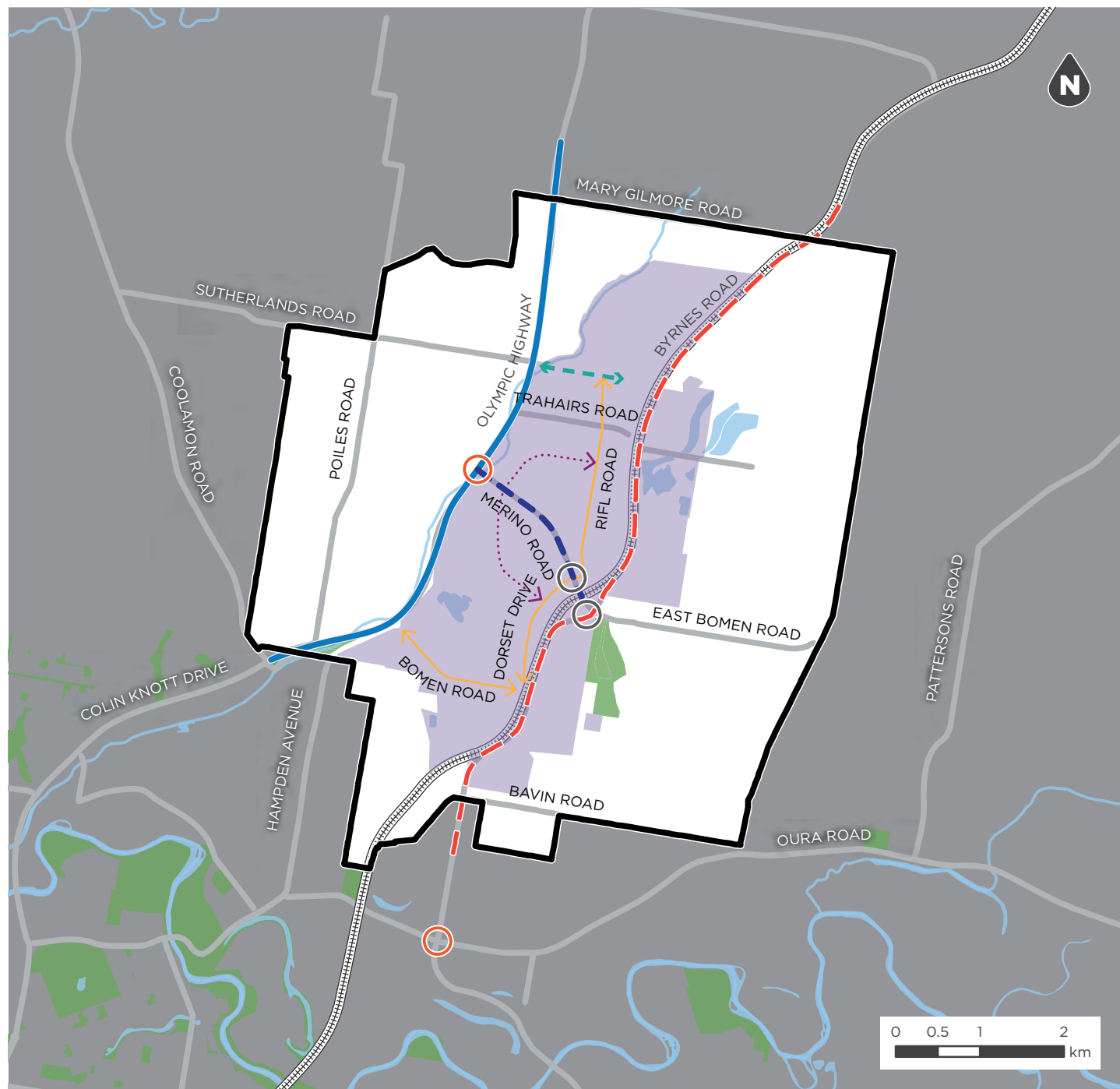
	Olympic Highway Ongoing role as primary vehicular access to the Precinct. Future upgrades may be required, and any upgrades should consider options to engineer Dukes Creek to be a continuous, planted riparian zone with buffers on one side of the highway only.		Internal street network A new internal street network will connect properties to the broader street network
	Byrnes Road Short to medium term upgrades required to Byrnes Road between Merino Road and Oura Road to accommodate growth in traffic, including the movement of heavy vehicles to the precinct. The road reserve should be able to accommodate two lanes in each direction, should further upgrades be required in the long-term.		Future east-west road In the longer term, when later development stages are being planned, an east west street may be required in the location indicated.
	Merino Road – the primary east-west boulevard Widen Merino Drive between Olympic Highway and Byrnes Road to allow for large trucks. Significant tree planting should be incorporated into the design to create a good environment for people and a sense of address. Provide a continuous shared path and consider the need for any pedestrian crossings.		Intersection Upgrades At the appropriate time, the following intersections will require upgrades: <ul style="list-style-type: none"> • Intersection of Olympic Highway and Merino Road • Intersection of Oura Road, Byrnes Road and Eunony Bridge Road
	Secondary boulevard network <i>Bomen Road</i> Widen Bomen Road between Olympic Highway and Byrnes Road to allow for growth in traffic, including the movement of heavy vehicles to the precinct. Provide significant tree planting and a shared pathway within the road reserve. <i>RiFL Road</i> Complete and allow for future widening on this road if required. <i>Dorset Drive</i> Complete and allow for future widening on this road if required	 	Existing intersections Rail corridor

Figure 19: Proposed street network



- | | | |
|-------------------------------|--------------------------|---------------------------------------|
| — Special Activation Precinct | ↔ Future east-west road | ■ Open space |
| — Olympic Highway | ○ Intersection upgrades | ■ Rivers, creeks and detention basins |
| — Byrnes Road | ○ Existing intersections | |
| — Merino Road | ■ Industrial core | |
| ↔ Secondary boulevard network | — Railway | |
| ↔ Internal street network | — Road | |

3.5.2 Active and Public Transport

Aims

- To provide a continuous pedestrian and cycle network connecting the Wagga Wagga Special Activation Precinct to the Wagga Wagga City Centre.
- To ensure that as many streets as possible are walkable and safe and attractive for pedestrians and cyclists.
- To promote trips to work by modes other than private vehicle.
- To ensure that planning for active transport, public transport and the location of future commercial nodes is integrated.

Performance criteria

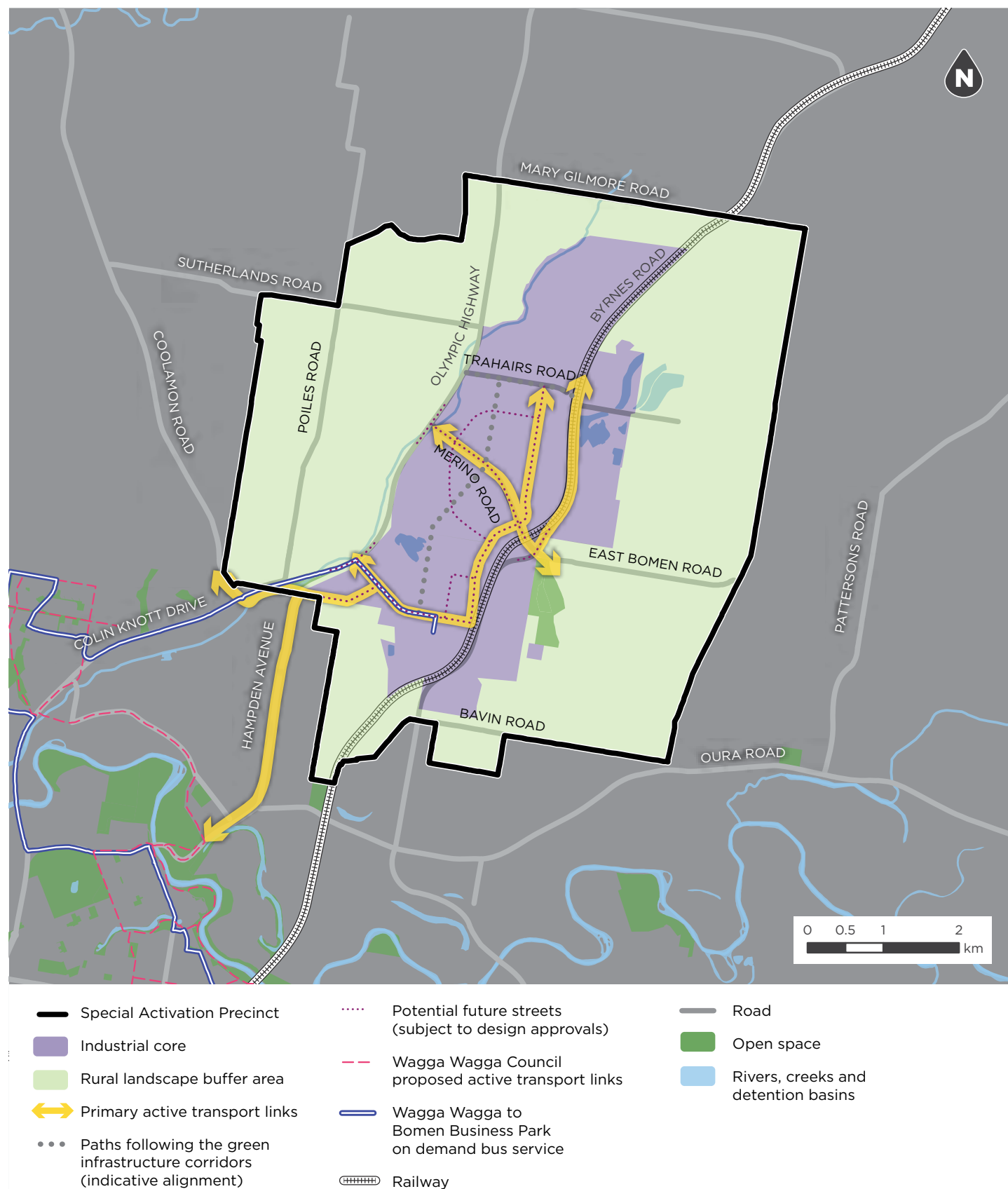
- A Maximise the number of people that can access their workplace by public transport and active transport.
- B Maximise opportunities for recreation for people working in and visiting the Precinct.
- C Pedestrian and cycle connections should be provided in the general locations shown in **Figure 20: Active transport opportunities**. These connections should be provided as early as possible in the development of each stage of the Precinct.

- D The detailed design of the road network and landscape strategy must be integrated with the proposed public transport strategy by:
- i. Ensuring public transport stops are complimented with high quality landscape and shade from trees.
 - ii. Minimising vehicle conflict with active travel and public transport routes.
 - iii. Considering rear lane access and loading for high density areas adjoining primary pedestrian streets.

Supporting provisions to be developed as part of the Delivery Plan

- The Delivery Plan must include:
 - A plan showing a walking and cycling network that has been refined in consultation with Council and Transport for NSW.
 - Concept designs for pathways.

Figure 20: Active transport opportunities



3.5.3 Utilities and Services

The Precinct is generally well serviced by enabling utilities and services. Current connectivity to regional NSW means there are some constraints with regard to digital infrastructure, however, a project known as the NSW Digital Connectivity Improvement program which aims to bring faster, more reliable, widespread digital coverage to regional NSW may assist in remedying this. Funded by the NSW State Government's Snowy Hydro Legacy Fund, the program aims to close the gap between metropolitan and regional internet speeds and reliability, eliminate blackspots and enable farmers to adopt agricultural technology.

The Master Plan leverages and builds on the good existing enabling infrastructure in the Precinct and sets out provisions to improve digital infrastructure.

Aim

- To provide precinct-scale utility and service infrastructure to align with the sustainability objectives of the precinct and support the growth of industries and businesses in the precinct.
- To support the delivery of innovative renewable energy solutions to reduce carbon emissions and energy costs across the precinct.
- To establish full water cycle management and re-use within the precinct.
- To ensure digital infrastructure supports advanced communications, automated distribution, virtual networks, and resource sharing and coordination.
- To ensure the timely and orderly delivery of utilities and services.
- To ensure utilities and services are appropriately located and protected

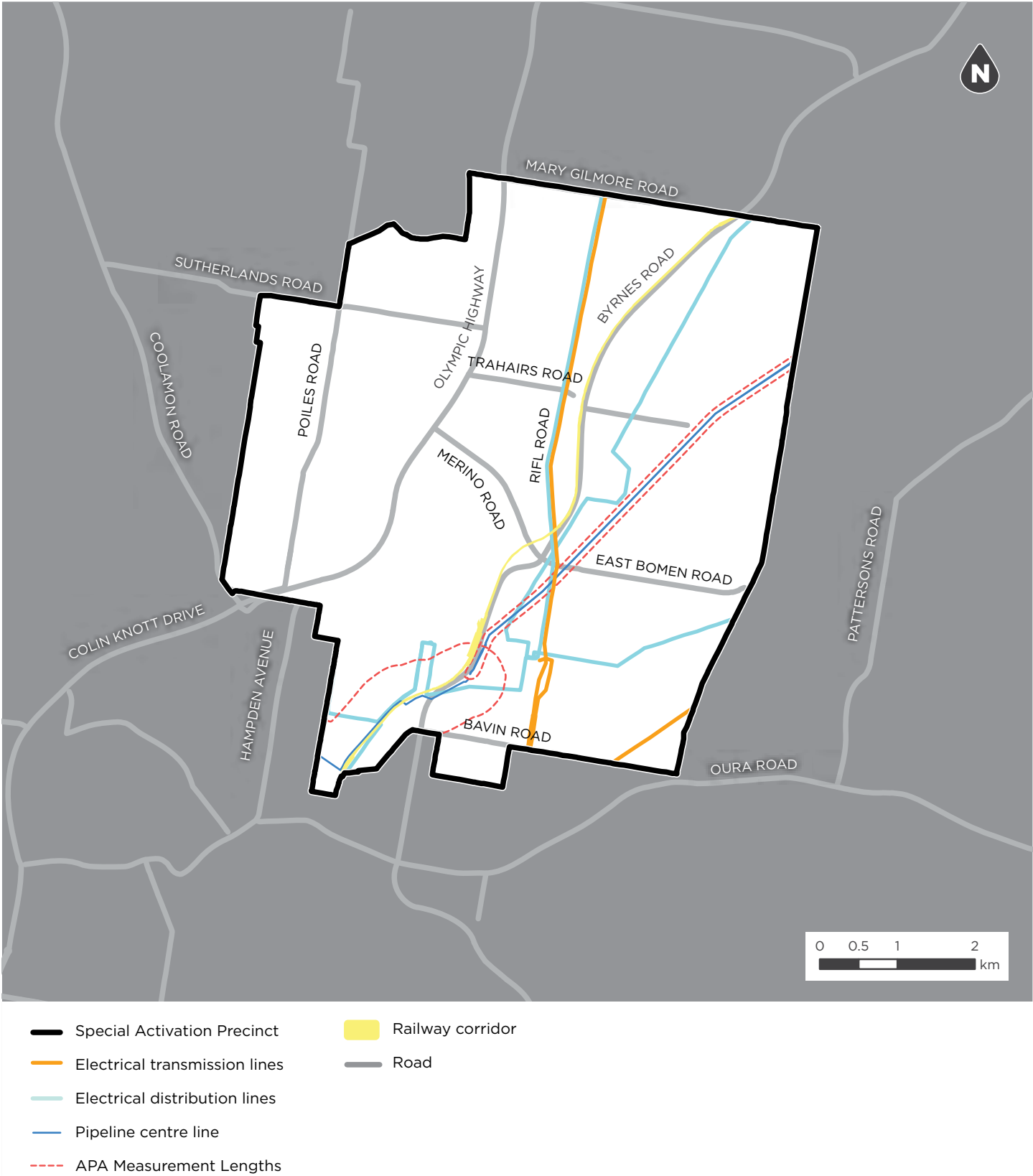
Performance criteria

- Utilities and services must be integrated with existing infrastructure and where possible, integrated or aligned with road or public/active transport networks or green infrastructure corridors.
- Precinct-wide utility infrastructure and services must be designed to provide for the ultimate growth and development of the Precinct.
- Development within the Precinct should have access to water, waste water, recycled water, gas, telecommunications (including fibre), stormwater drainage, electricity and hydrogen.
- Precinct-scale utility infrastructure and services should incorporate renewable energy supply and generation within the precinct to achieve sustainability and circular economy principles.
- Development which is proposed within or adjacent to high voltage transmission line easements must comply with the terms of the easement and any electricity supply authority guidelines.

Supporting provisions to be developed as part of the Delivery Plan

- Details of the provision, design and function of new utilities should be included in the Delivery Plan.
- Details of the sequencing of utilities should be included in the Delivery Plan.
- The Delivery Plan must include controls for the appropriate protection of utility and service corridors from incompatible or unsuitable development. These provisions should be developed in consultation with the relevant utility/service provider.
- The Delivery Plan should detail the Safety Management Study requirements for development within the High Pressure Gas Pipeline corridor (Measurement Limit) located within the Precinct (shown in **Figure 21: Gas, electrical and railway infrastructure**). These requirements should be developed in consultation with the service provider.

Figure 21: Gas, electrical and railway infrastructure





Appendices

Supporting documents

The Wagga Wagga Master Plan process relied on the following technical studies to understand the environmental impact of development scenarios, and test the rigour and risk of upfront strategic environmental and planning assessment

Wagga Wagga Special Activation Precinct Structure Plan
Infrastructure and Services Plan
Transport and Traffic Plan
Air, Noise and Odour Assessment
Ecologically Sustainable Development Plan
Renewable Energy Opportunity and Constraints Assessment
Renewable Energy Opportunities and Constraints Analysis - Delivery Considerations Paper
Flooding and Water Quality Assessment
Addendum - Flooding and Water Quality Assessment
Community and Social Infrastructure Assessment
Strategic Economic and Employment Analysis
Environmental Assessment Summary Report
Appendix A Biodiversity Assessment Stage 1
Appendix B Bushfire Constraints and Opportunities Assessment
Appendix C Heritage Aboriginal Cultural Heritage and Historic Heritage Assessment Report
Appendix D Contamination Preliminary Site Investigation
Appendix E Desktop Hydrogeology Assessment
Aboriginal Design Principles
Visual Analysis Report



Wagga Wagga Special Activation Precinct Master Plan

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