# Part E

## Section 13 - Bomen Urban Release Area

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13.1. About the Bomen Urban Release Area

Bomen is identified as an Urban Release Area under Clause 6.3 of the Wagga Wagga Local Environmental Plan (LEP) 2010. The Clause requires the preparation of a Development Control Plan (DCP) that addresses criteria listed within that clause.

There are two types of industrial zones under the LEP – General Industrial IN1 and Light Industrial IN2. The LEP defines the land uses that can occur in each zone, reflecting the location and zone objectives. Development within Bomen will require staging to achieve efficient, logical provision of infrastructure and services.

This Section establishes preferred land use patterns to ensure that access to transport infrastructure, primarily the rail corridor, is optimised, by directing those enterprises and activities that must be adjacent to the rail corridor to a delineated “rail enterprise area”, and directing those enterprises not requiring direct rail access, to other sites within Bomen.

This Section also sets out a preferred road network that provides a hierarchy of possible direct and legible routes through and within Bomen, as well as infrastructure networks that are economically efficient and environmentally effective. The DCP also provides a framework of infrastructure corridors to provide the basis for and facilitate a logical roll out of staged development.

This Section includes Controls for all industrial development in Bomen.

The vision for Bomen is for the Bomen Industrial Area to be a high-quality and nationally renowned place for transport and logistics based enterprises, well-designed and integrated with existing industry that meets the requirements of a targeted range of businesses and supporting activities to complement and nurture a more sustainable City of Wagga Wagga and Riverina Region.

Council encourages sustainability within the Bomen industrial area through promoting the efficient use of all resources. Council’s objective includes efficient use of land, and existing and new infrastructure, water collection and reuse, preservation of native vegetation, and improvement of existing vegetated and creek line areas.

Council’s Commercial and Economic Development Division can provide assistance to developers seeking location and connection with mutually beneficial industries.

13.1.1. Introduction

Where this Section Applies

The Bomen Urban Release Area applies to land located at Bomen predominantly zoned IN1 General Industrial and IN2 Light Industrial as shown in Figure 1.

Explanatory Note(s):

Refer to WWDCP 2010 Part A requirements that apply to all applications.

The extent of the Bomen Urban Release Area is marginally different from that shown in the Bomen Masterplan.
13.1.2. Bomen Masterplan

The Bomen Masterplan is a written document including subdivision and servicing guidelines, adopted by Council. The plan identifies particular development constraints and opportunities within Bomen. The water plan highlights natural features such as native vegetation and wildlife habitat, natural drainage, topography and landscape. It also identifies the location of existing and future service infrastructure and includes an indicative road layout.

The plan suggests different types of uses for particular precincts within the release area, based on consideration of their needs and impacts. This includes industries requiring direct access or proximity to the rail corridor, locating uses that may conflict with existing residential uses away from such uses, and buffering between rural land and industrial land.
The vision resulting from the masterplan is:

“In 2030, the Bomen Industrial Area is:

- The intermodal transport terminal of choice for industries and transport businesses across south-eastern Australia
- A well-planned place of industry that takes full advantage of its location, accessibility and infrastructure; and an internationally renowned exemplar of ecologically sustainable development through deployment of the principles of industrial ecology
- One of the most resource and energy efficient places of business nationally
- Fully serviced by support businesses, providing services that foster economic development and sustained business and job growth
- Supplied with infrastructure for transport, energy, communications and resource and materials sharing that is economically and environmentally effective.”

Explanatory Note(s):
13.1.3. Bomen Structure Plan

The Bomen Structure Plan (see Figure 2) provides an overall plan of development areas and locations for infrastructure within the Bomen Urban Release Area boundary. Its coverage encompasses existing major roads and easements.

Figure 2 Bomen Structure Plan

13.1.4. Background Studies, Plans and Reports

Relevant studies required to be considered for development within the land to which this Section applies:

- Wagga Wagga Local Environmental Plan 2010
- Wagga Wagga Local Environmental Study 2008
- Wagga Wagga Spatial Plan 2008
- Wagga Wagga Community Strategic Plan 2008/2018
- GROW_Wagga Wagga – A blueprint for continued economic growth.
- Bomen Master Plan 2009.
13.2. Purpose of this Section
The purposes of this Section are:

- to define the physical context for future development in the Bomen Industrial Area.
- to outline the desired characteristics and qualities for development at Bomen.
- to provide the planning framework for achieving the vision for the Bomen Industrial Area.
- to identify staging consistent with infrastructure implementation strategies, physical land capacities and economic opportunities.
- to highlight existing development constraints and respond to development opportunities.
- to provide for sustainable staged development which respects and responds to availability of services, landscape and heritage management objectives and appropriate stormwater management.
- to reflect and respond to neighbouring and nearby land uses.
- to identify land suitable for the development of a rail siding and to promote development that requires direct access to the railway within the rail corridor.

13.3. Features of the Site
Land features and the distribution of uses within Bomen are important characteristics that influence the location and form of future development of this site. This section provides an overview of natural features and existing land uses within the urban release area.

13.4. Site Topography and Landscape Character
Natural features within the Bomen area provide an important setting for new development. The varying topography, creek lines and vegetation are significant elements of the local landscape and these should be preserved and reflected in the form of development proposed. Refer to Bomen Site Topography Plan for details.

Apart for some 40 to 50 hectares of industrial land north of Bomen Road and south of the Livestock Management Centre, the landscape is currently dominated by agricultural pasture and some remnants of indigenous ecology. A significant ridge creates an east-west divide of the area, with the railway line and Byrnes Road located predominantly along this ridgeline. A large extent of the Bomen Urban Release Area lies on the eastern slope of this ridge and to the east of the slope.

The land itself is gently undulating to flat, and drains via two main sub catchments to the Murrumbidgee River. There are two creek lines which correspond with the two existing north-south valleys. The creek line in the east includes small westerly branches between East Bomen and Trahairs Road. The course of Byrnes Road follows a low ridge in approximately the middle of the Bomen area and the two creek lines run approximately parallel to Byrnes Road – each equidistant from Byrnes Road to the east and west. The western creek line generally corresponds with the course of the Olympic Highway. The eastern valley is framed in the north-east by higher ground running generally north-south, but ending in lower ground by Trahairs Road. The eastern creek line generally discharges towards Oura Road and the Eunony Valley area to the south-east of the Bomen land.
The Bomen land is framed by the higher ground running north east to south west to the south of East Bomen Road down to Oura Road. This higher land includes the Aboriginal Quarry site which has heritage significance. The land to the west of Byrnes Road generally falls west more moderately than the easterly fall of the land east of Byrnes Road.

Significant tree lines include: the informal access track running north-south between Byrnes Road (at the very north of the Bomen area) and East Bomen Road in the south; Trahairs Road east and west of Byrnes Road; plantings along Byrnes road and; in the area south east of the intersection between Byrnes and Trahairs Roads. There is also a dense cover of trees in the southeast sector, which includes the area of the Aboriginal Quarry. (see Bomen Site Topography and Site Topography and Landscape Character diagrams below).

The more intensive existing industrial development is contained to the area west of the old Bomen Railway Station. Development on the eastern side of Byrnes Road is much less contained and is much more random, with a greater extent of open landscape.

As a whole, the Bomen landscape is characterised by undulating ground with sparse tree cover.

Applications for development should include consideration and assessment of these visual qualities as part of the site analysis within the Statement of Environmental Effects. Land identified with limitations to development, such as high soil erosion hazard, steeper land and lower lying flood susceptible land in the eastern sector, will require measures to avoid or mitigate impacts upon it.
Figure 3 – Bomen Site Topography
Figure 4 – Site Topography and Landscape Character

Objectives

O1 To require new development to respond to site features including ridgelines and slopes, significant vegetation and creek lines.

O2 To avoid adverse impact upon land which contributes significantly to the overall visual quality of the landscape.

Controls

C1 Retain existing vegetation along the Olympic Highway and Byrnes Road and along creek lines and all other treed locations indicated on the Bomen Site Topography and landscape character plan.
C2 Protect ridgelines as visual features of Bomen. Ridgelines at all times, are to remain visible above the topmost ridge of all new buildings, when viewed from any point along the eastern boundary of the Bomen Urban Release Area.

C3 Roads and pathways should generally run along the contours of the land and generally perpendicular to the contour where the land is steeper.

C4 Development Applications shall include management and mitigation information for land identified in the LEP as environmentally sensitive.

C5 Development with large building footprints should be sited on flatter land to avoid excess cut and fill. 3D modelling including view corridors will be required for development applications for sloping land with a gradient of over 10 percent.

13.5. Distribution of Land Uses

The following Bomen Precinct Plan shows the preferred distribution of land uses within Bomen. This is based upon the LEP Urban Release Area Zone, topography, natural features, location of railway line, major roads and existing industrial development, and proximity to adjacent existing residential development.
Objectives

O1 To locate new development in the most appropriate location within the Bomen Urban Release Area.

O2 To manage the impact of development east of the ridgeline, in particular runoff. In relation to stormwater runoff, consideration must be given to type of development proposed and its location. For example, consider area of roof and hard surfaces, ability to collect and re-use stormwater, and risk of water pollution.

O3 To encourage heavy industry to be located on land west of Byrnes Road.

O4 To buffer adjacent residential land from heavy industry.
Controls

C1 Development Applications shall respond to the distribution of uses proposed in the Bomen Precinct Plan.

C2 It is preferred that the eastern side of Byrnes Road will contain larger lots (> 5Ha) (see Subdivision Design Principles Diagram. Figure 12) and that “cleaner” developments locate in that area.

C3 It is preferred that heavier industry locates on the land west of Byrnes Road, which can accommodate a variety of lot sizes.

13.6. Major Infrastructure Planning

This section provides detail of existing and planned road infrastructure to service the future industrial growth of Bomen. This includes major infrastructure corridors (electricity, gas, water, sewer, telephone communications), major internal roads, major external linkages, and rail services. An indicative staging plan is also included within this section.

13.6.1. Location of Major Infrastructure Corridors

The Bomen Structure Plan identifies the location of major infrastructure corridors. This is to allow for integration with the location of movement corridors and linkages and, in conjunction with topographical constraints, to achieve appropriate complementary subdivision design.

Objectives

O1 Protect existing major infrastructure (electricity and gas) through easements.

O2 Provide essential services to new development in Bomen i.e. water, sewer, electricity, gas, communications.

O3 Ensure the efficient and cost-effective provision of services.

O4 Locate new major road corridors to correspond with major infrastructure locations.
<table>
<thead>
<tr>
<th><strong>Controls</strong></th>
<th><strong>Explanatory Note(s):</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 Maintain existing easements for infrastructure, as shown in the Bomen</td>
<td>Refer to Council’s <em>Engineering Guidelines for Subdivision and Development</em> for additional detailed requirements.</td>
</tr>
<tr>
<td>Precinct Plan Map.</td>
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<tr>
<td>C2 New infrastructure shall be located in major road corridors except for</td>
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<tr>
<td>Trahairs Road</td>
<td>Refer to Precinct Plan Map for infrastructure information.</td>
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<tr>
<td>C3 Subdivision can only be considered where there are appropriate</td>
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<tr>
<td>arrangements for servicing (electricity, gas, water, sewer and</td>
<td></td>
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<td>communications).</td>
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<tr>
<td>C4 The developer shall be responsible for providing reticulated mains sewer</td>
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<tr>
<td>supply to allotments, including associated pump stations, to the</td>
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<td>satisfaction of Council.</td>
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<tr>
<td>C5 Developers should discuss expected water usage with Riverina Water</td>
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<td>County Council at an early stage of project planning, as there may be</td>
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<td>restrictions of supply due to existing infrastructure capacity or</td>
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<td>topography. Development is not permitted over the utility corridor that</td>
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<td>accommodates the water supply main.</td>
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<tr>
<td>C6 Developers should refer to the Precinct Plan Map for sewer servicing</td>
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<tr>
<td>planning. Detailed sewer design plans for each stage of subdivision must</td>
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<td>be submitted with the development application for that stage of</td>
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<td>subdivision.</td>
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</table>
C7 Developers should consult with Telstra to determine telecommunications requirements. Costs for providing communications infrastructure will be shared between Telstra and the developer.

C8 Gas supply depends on the type of industry that establishes in Bomen. Developers should consult with Country Energy Gas in relation to gas supply.

C9 Developers shall supply load applications to Country Energy to determine specific electrical requirements. Where sites are serviced by existing overhead 11kV electrical mains the proponent should consult with Country Energy to determine the opportunity for these lines to be placed underground. Developers are encouraged to discuss timing of placement of underground cables in order to reduce costs.

C10 Use existing available land for the purposes of a corridor to provide services and service road (refer to Proposed Road Location and Hierarchy diagram Figure 6)

Explanatory Note(s):

Developers should be aware of restrictions associated with new development in or near a high voltage easement

13.7. Sewage & Effluent Disposal

The land within the Bomen Urban Release Area can be divided into two major catchments, which are well graded for gravity sewage services.

Objectives

O1 To ensure that all new development is connected to reticulated sewer mains in advance of development occurring on the land.

Controls

C1 The developer shall be responsible for providing reticulated mains sewer supply to allotments, including associated pump stations, to the satisfaction of Council.

C2 Sewerage and Drainage provision should be installed in accordance with: Appendix A of Part 2 “Service Areas” of the City of Wagga Wagga Development Servicing Plan for Sewerage 2007, where this plan is applicable, and; the map appendix A included in Part 2 Service Area of the City Of Wagga Wagga Development Servicing Plan (DSP) for Sewerage 2007, covers the Bomen Urban Release Area.

C3 The map in Appendix C included in Part 2 “Areas of land to which this Policy applies” of the City of Wagga Wagga Development Servicing Plan (DSP) for Drainage 2007 cover the Bomen Urban Release Area.
13.8. Location of Principal Internal Movement Linkages

The Proposed Road Location and Hierarchy diagram sets out the preferred location of collector and local roads within the Bomen Urban Release Area. The diagram identifies a three-level hierarchy of proposed roads, with level one being the major arterial proposed as the future east-west link to areas beyond Bomen.

The diagram includes roads of widths suitable for bus access. As more than 4000 employees are expected to work in Bomen once development is complete, providing public transport services to this area is vital.

Objectives

O1 Provide access for all types of vehicles.
O2 Provide public transport access to and within Bomen.
O3 Achieve efficient road design and limit extent of road surfaces within Bomen.
O4 Design carriageway widths to reflect the functional significance of the road.
O5 Locate roads, cycle ways etc to reflect the typography of the land.
O6 Provide appropriate freight movement infrastructure within the Bomen area, in particular to cater for long haul freight vehicles.

Controls

C1 The preferred road hierarchy and layout for Bomen is shown in the Proposed Road Location and Hierarchy diagram. Applications for subdivision should respond to this plan.
C2 Road design shall be suitable for potential future use by B-triple vehicles.
C3 The Bomen area shall include service facilities, driver facilities and rest areas, and areas for the standing of and uncoupling of large vehicles.

Explanatory Note(s):

Refer to Figure 6 for detail of secondary movement systems.

In support of Bomen’s transport and logistics role, an area for service and driver facilities shall be included. This area will include such facilities as truck parking, rest areas, toilets and rubbish disposal.
C4 A maximum of one additional road access point from the Olympic Highway into Bomen between Bomen Road and Trahairs Road.

C5 Development is not to have an active frontage with direct access onto the Olympic Highway. All access should be to internal roads. (see diagram opposite).

C6 New industrial development shall be designed with vehicular access from internal roads only and not require access to the Olympic Highway to move within the estate.

C7 Provision of an internal north-south road to avoid traffic using the Olympic Highway as a link between different parts of Bomen.

C8 Carriageway and intersection widths should reflect road status and purpose.
13.8.1. **External Site Linkages**

The proposed external site road linkages are shown on the Proposed Road Location and Hierarchy diagram Figure 6. The diagram indicates the location of existing arterial roads and the existing and proposed connections to Bomen.

Staging and subdivision pattern should reflect Council’s strategies for major regional roads and transport servicing, as well as emergency services access requirements and the Indicative Industrial Release Area Staging diagram.

**Objectives**

O1 To provide logical and efficient connection of new staged subdivision to arterial roads.

**Controls**

C1 Applications for subdivision should show connection to arterial roads, as well as respond to and integrate with the road layout established in earlier stages of development and to the proposed road hierarchy for new development.
C2 Development applications may require detailed traffic study to investigate and provide solutions to potential traffic generation impacts on the existing and proposed road network. Particular attention to the Olympic and Sturt Highways and Eunony Bridge Roads will be required. The traffic study should determine the anticipated traffic generation created by the estate and the various staging within the estate and define the required works and the critical stage at which such works are warranted to be undertaken.

C3 The proposed additional intersection with the Olympic Highway shall be designed and constructed as a grade separated interchange, suitable for B-triple access. Funding and staging of this interchange shall be discussed and agreed between Council, the Roads and Traffic Authority and developers as part of the Development Application process.

13.8.2. Rail

Objectives

O1 Provide a rail access corridor adjacent to the main rail line.

Controls

C1 Land adjacent to the railway, generally 450m to 750m in width measured from the railway line, is identified for transport related facilities and industries requiring access or proximity to the railway, as shown in the Bomen Railway and Landscape Buffer Plan. Only developments requiring and utilising rail directly will be allowed adjacent to the rail corridor. This control only applies to greenfield sites within the designated area. There are a number of existing sites that have already been developed which maintain existing use status.

C2 Generally these areas are required for activities such as:

- loading and unloading of freight and containers
- storage and repair of containers
- servicing of and repairs to locomotives and rolling stock
- warehousing
- heavy vehicle servicing and parking
- transport and rail-dependent industries

C3 Developers requiring rail access shall consult with the relevant rail infrastructure provider as part of preparing any Development Application relating to the land.

Explanatory Note(s):

Refer to Bomen Precinct Plan for rail corridor information.
13.9. Land Release and Subdivision Staging

Staging the release of land within the Bomen Industrial Area is crucial to achieving efficient provision of services and infrastructure to all land within the urban release area.

The stages are based on encouraging development to expand from the sites of existing development within Bomen. This allows for the continued use and upgrading of existing and currently proposed infrastructure and services, as well as the planned efficient provision of new infrastructure and services. Staging also seeks to avoid inefficient leapfrogging of development. (see Figure 9 Indicative Industrial Release Area Staging diagram).

Objectives

O1 To provide opportunities for land release at multiple sites within any one stage of the development of Bomen.
Controls

C1 Land release in Bomen shall occur in accordance with the Indicative Industrial Release Area Staging diagram.

C2 Where development proposals seek to extend infrastructure through undeveloped land, this extension will be the responsibility and at the cost of the developer.

Figure 9 – Indicative Industrial Release Area Staging
13.10. Environmental Conservation, Biodiversity and Natural Resource Management

13.10.1. Natural Resource Management

Biodiversity protection is effected by Clause 7.3 of the LEP (Environmentally Sensitive Land – Biodiversity). This clause seeks to protect the biodiversity of remnant vegetation. Where such native vegetation is identified by the corresponding map, the consent authority must consider a report that addresses potential impacts of proposed development on that vegetation.

All urban areas and Urban Release Areas in Wagga Wagga have received Biodiversity Certification development requiring consent under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act), or any activity under Part 5 of the EP&A Act not requiring consent, is taken to be a development or an activity that is unlikely to significantly affect threatened species, populations, ecological communities, or their habitats. Refer to Section 5.4 and Appendix 2 of Wagga Wagga DCP 2010 for additional detail and Biodiversity Certification map.

Although the Bomen area is largely cleared, it does contain a number of small, isolated Yellow Box Woodland remnants as documented in Ecological Australia Pty. Ltd (2007). The most notable of these remnants occurs along the Trahairs Road road reserve west of Byrnes Road (refer to Figure 34 of the LES). Box-gum woodland is listed as an Endangered Ecological Community under the TSC Act. It is also listed as a critically endangered ecological community under the EPBC Act. Retention and protection of this remnant is essential.

It is also be essential to protect the larger areas of low conservation value treed native vegetation as identified in Figure 14 of the “Biodiversity Certification Report” and any low conservation value treed native vegetation within the mapped (biodiversity) sensitive area shown on the Natural Resources Sensitivity Map – Biodiversity. There will be a requirement for a management plan for such area which will not only provide for protection but also for revegetation of the perimeter areas of the Bomen industrial zones with the multiple objectives of management for visual impact mitigation, acoustic protection and biodiversity offsetting and enhancement.

References


Objectives

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
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<tbody>
<tr>
<td>O1</td>
<td>To ensure trees, vegetation and creek lines that contribute to the environmental and amenity value of the locality and region are preserved.</td>
</tr>
<tr>
<td>O2</td>
<td>To maintain and enhance the ecological values of waterways and wetlands, including water quality, stream integrity, biodiversity and habitat, within the Bomen Urban Release area.</td>
</tr>
<tr>
<td>O3</td>
<td>To maintain and enhance riparian buffers to preserve the environmental values associated with waterway and wetlands, having specific regard to fauna and flora habitats and ecosystems, stream integrity (including erosion management), land use impacts and recreational/visual amenity.</td>
</tr>
<tr>
<td>O4</td>
<td>To enhance the landscape, cultural and ecological qualities of Bomen.</td>
</tr>
</tbody>
</table>

Explanatory Note(s):

Refer to report entitled “Proposed Biodiversity Certification for the Wagga Wagga Local Environmental Plan 2008”, Department of Environment Climate Change and Water (DECCW) hereafter referred to as the “Biodiversity Certification Report”.

The main implication of “biodiversity certification” in general terms, is that there is no need to undertake detailed threatened species impact assessments at the development application stage for the bio-certified area of the LEP, reducing government regulation whilst improving or maintaining biodiversity.

Refer to Section 5.2 Preservation of trees within WWDCP 2010 for tree preservation objectives and controls.
To protect and manage biodiversity in and adjacent to urban areas
To comply with the Biodiversity Certification Report.

Controls
C1 A development application for:
- land containing the Yellow Box Woodland remnant along the Trahairs Road road reserve west of Byrnes Road as identified in Figure 14 of the “Biodiversity Certification Report”;
- the larger areas of low conservation value treed native vegetation as identified in Figure 14 of the “Biodiversity Certification Report”; and,
- any low conservation value treed native vegetation within the mapped (biodiversity) sensitive area shown on the Natural Resources Sensitivity Map – Biodiversity, shall be accompanied by a draft management plan which will not only provide for protection but also for revegetation of the perimeter areas of the Bomen industrial zones with the multiple objectives of management for visual impact mitigation, assistance in the management of surface water runoff, acoustic protection and biodiversity offsetting and enhancement.

C2 Trees within the area referred to in C1 are to be protected in accordance with a conservation management plan, prepared by a qualified ecologist and approved by Council.

C3 Revegetation of the area referred to in C1 is to be undertaken in accordance with a management plan approved by Council.

C4 Ridgelines identified in Figure 4 to be preserved as a landscape buffer.

13.11. Stormwater and Drainage
Because of the relatively large number of individual catchments and topography within the Bomen Industrial area, separate stormwater management measures are necessary for each catchment. Industrial sites have high impervious area ratios which result in greater runoff volumes. Therefore, consideration should be given to existing downstream drainage systems and their capacity to receive the changed runoff volumes and patterns from the site, while maintaining existing flows to support habitats.

Industrial development also significantly increases the pollutant load of stormwater runoff. As it is impossible to predict the type of industry that may operate within the urban release area, it is impracticable to provide communal water quality management facilities. Stormwater quality management would be undertaken at a local level.

An overall stormwater management system should be implemented to ensure existing flows are maintained, while minimising the effects of excessive runoff rates and volumes. Such a system should adhere to the following principles:

- A lot-based stormwater impact assessment should be provided at development application phase for each lot.
- Provide local level quantity and quality management systems to control runoff from roadways and other communal lands.
- Local level quantity management structures (ie detention basins) are to be sized and located to offset the effects of development. As a guide, a typical detention of 260m³/ha may be required.
• Rainwater re-use where stormwater is collected to provide an alternative water source. Water can then be used for various potable and nonpotable uses depending on the level of treatment. The provision of rainwater re-use systems can have significant positive impacts on the quality of stormwater runoff.

• Reduction of impervious areas to reduce the volume and rate of stormwater runoff. Optimisation of pervious/impervious ratios may include the limiting of paved surfaces.

• Water Sensitive Urban Design (WSUD) principles that control the quality of stormwater discharged from the Bomen Urban Land Release Area are to be incorporated (as outlined in the GHD report for Bomen).

• Water quality targets shall be determined in accordance with the Engineering Guidelines for Subdivisions and Developments, Part 3 Guidelines for Drainage Design.

• Provide drainage corridors to manage concentrated surface trunk drainage flow within catchments. The drainage corridors would follow an alignment similar to the “Blue Line” water courses/ riparian corridors.

• Analysis of existing culverts/ existing stormwater drainage systems to confirm capacity and determine the impact of backwater effects (if any).

• Containment of “dirty” stormwater within the Bomen Urban Land Release Area.

Objectives

O1 Integrated water cycle management and water sensitive urban design principles should be incorporated into all development, including grassed vegetation swales, natural drainage corridors, sand filters, permeable pavements, gross pollutant traps and constructed wetlands.

O2 Implement rainwater harvesting and re-use systems, to reduce demand for potable water and decrease the volume of stormwater generated.

Controls

C1 Provide stormwater detention facilities to capture rainwater and surface runoff to ensure post development flows do not exceed pre-development flows, for storm events up to and including the 1 in 100 year storm event.

C2 All new and existing roads will be required to have collector pits and an underground pipe system to carry water to the discharge point for each lot. Interallotment drainage will also be required to collect drainage from higher lots and avoid uncontrolled discharge onto lower lying properties.

C3 Developers proposing subdivision involving a variety of lots shall design lots to allow for appropriate stormwater management by means of, either kerb and gutter or swale drainage.

C4 Developers will be required to manage stormwater resulting from the development. Preferred solutions for managing stormwater include:

  • Developers shall provide details of their stormwater management plan at the time of submitting a development Application.

  • Collection of stormwater by rainwater tanks for re-use onsite is preferred.

  • Surface water runoff may be required to be collected and treated onsite.
• Broadacre development is suitable for swale stormwater management. Small, intense development will require kerb and gutter stormwater management.

C5 Each lot is to incorporate a range of water sensitive urban design measures to achieve the nominated water quality targets.

C6 Stormwater runoff from communal areas is to be treated through communal water sensitive urban design measures to achieve the nominated water quality targets.

13.11.1. Water Conservation

By its nature, industrial development involves large areas of impermeable surfaces including roofs, driveways, car parks and storage areas. Bomen offers opportunities for water conservation throughout the estate, including collection and re-use as part of industry and for irrigation purposes.

Objectives

O1 Implement rainwater harvesting and re-use systems for each development.

Controls

C1 Development should include the provision of rainwater collection measures for reuse onsite.

13.12. Heritage Conservation

This section contains the controls for heritage conservation. Heritage items are listed in Schedule 5 of the LEP. Details of heritage items and places within Bomen are shown in the Bomen Heritage Aboriginal and European Plan.

The investigation by Kelleher Nightingale (refer to the Bomen Archaeological Study at Appendix D of the Wagga Wagga Local Environmental Study 2008) identified three Aboriginal archaeological sites on the AHIMS database as follows:-

• East Bomen IF1: An isolated find consisting of one stone artefact within an exposed paddock in the Riverina Wool Combing property (AHIMS # 56-1-0045),
• East Bomen IF2: An isolated find IF2 (AHIMS # 56-1-0044)
• East Bomen 1: An Aboriginal surficial hardstone basalt quarry (AHIMS # 56-1-0043).

Refer to the NSW Aboriginal Heritage Information Management System database, as maintained by the Department of Environment, Climate Change and Water, for the most current details of Aboriginal sites.
Figure 10 – Bomen Aboriginal and European Heritage - General
Explanatory Note(s):

There is a current Aboriginal Place nomination under investigation for lands within the south eastern portion of the DCP area. Aboriginal Places can be declared by the Minister for Climate Change and the Environment over an area that is, or was, of special significance to Aboriginal culture. An area can have spiritual, natural resource usage, historical, social, educational or other type of significance and may or may not contain Aboriginal objects (i.e. any physical evidence of Aboriginal occupation or use). Any person can nominate such an area to be considered for Aboriginal Place gazettal. If gazetted, an Aboriginal Place is then protected by the NPW Act.

Figure 11 - Bomen Aboriginal & European Heritage - Detail

Objective

O1 To protect Aboriginal cultural heritage values by responding to the archaeological sensitivity of the site.

Controls

C1 Proponents are to comply with the provisions of the NPW Act 1974 with respect to Aboriginal cultural heritage.

C2 Prior to the commencement of development within the Bomen Urban Release Area further investigations of PADS and areas of high or moderate sensitivity as shown on the Heritage Plan, are required at the development assessment stage, to identify whether or not Aboriginal objects are present. Such investigations must comply with the provisions of the National Parks and Wildlife Act 1974.
C3 Proposals must be designed to avoid harm to Aboriginal objects and/or Aboriginal places by designating the areas where they are located and appropriate buffers as open space and documenting proposed management practices to ensure the conservation of those objects and/or places.

C4 Satisfactory consultation is to be carried out with Council and Aboriginal stakeholders to confirm the proposed method of management for areas containing Aboriginal objects and/or Aboriginal Places.

C5 Council must be provided with documented justification where proposals cannot avoid harm to Aboriginal objects and/or Aboriginal Places.

C6 Where harm to Aboriginal objects and/or Aboriginal Places is proposed, the development will be 'Integrated Development' under section 91 of the *Environmental Planning and Assessment Act* 1979 and necessary approvals must be obtained from DECCW in accordance with the NPW Act prior to Council determining the development application.

C7 A member of the Wagga Wagga Local Aboriginal Land Council or other Aboriginal stakeholder group must be invited to supervise works carried out in proximity to an Aboriginal object, Aboriginal place, or other site with Aboriginal cultural heritage values.

**13.13. Environmental Hazards and Conditions**

This section applies to land that is subject to environmental hazards and conditions including odour, noise, contamination and for sensitive land uses that are proposed near potential noise or odour sources.

Where contamination may be present, refer to State Environmental Planning Policy No 55 [Remediation of Land] (SEPP 55).

**13.13.1. Design Principles for Environmental Hazards and Conditions**

P1 The design and construction of development should recognise, and be designed within the environmental hazards and constraints of the site.

P2 Development should manage environmental hazards associated with their land use, including odour and noise, so as to not impact on other land uses.

**13.13.2. Odour**

Odour from existing land uses within the Bomen Industrial Area has been an issue especially in relation to impacts on the Cartwrights Hill area immediately adjacent to the south-west of Bomen.

It is important that new land uses and development within Bomen not generate odour which impacts upon existing residential development and other sensitive receptors within the vicinity of Bomen.

This section contains controls to ensure that impacts arising from potential odour sources or generators are minimised and adequately managed.

**Objectives**

O1 To minimise odour impacts on the amenity of surrounding land uses arising from new industrial activity at Bomen.
O2 To ensure that the land uses in proximity to off-site residential land uses are confined to those emitting minimal or no odour to ensure compatibility with adjoining land uses.

Controls

C1 Uses located within 400 metres of residential land are to be limited to those emitting minimal or no odour compatible with adjoining residential/rural residential land uses.

C2 Developments that have processes, inputs and outputs that are likely to generate significant or offensive odour will be required to undertake an odour modelling and assessment process to ascertain the impact of such odours on sensitive receptors and to outline measure to minimize and mitigate against such odours.

13.13.3. Noise

A Noise Planning Assessment (Acoustic report) was commissioned and prepared on behalf of Council to support industrial land rezoning recommendations in the Wagga Wagga LES. It concluded that, with appropriate planning and engineering controls, noise emissions from the likely industrial development could be controlled to satisfy DECCW criteria.

The Acoustic report recommended:

- The provision of a buffer around industrial uses on the site that have the potential to result in noise impacts to surrounding land uses.
- The buffer be zoned so as to prohibit industrial activity and that it should be approximately 200m wide.
- The restriction of industrial operations on land immediately adjacent to the buffer so that they may not take place during hours at which residents of surrounding areas may be asleep. To this end, it is recommended that a strip of land approximately 300m wide is to be zoned to allow "light industrial" activity during daytime hours only.
- A low intensity industrial zone approximately 500m in width, in addition to the buffer, in areas of the site in which industrial activity would have a higher potential to result in impacts to surrounding land uses. Controls in this zone might also include careful consideration of building design including orientation of openings and building placement, to provide an acoustic buffer to other development in the general industrial zone.

Objectives

O1 To minimise noise and acoustic impacts on the amenity of surrounding land uses arising from new industrial activity at Bomen.

O2 To ensure that the land uses in proximity to off-site residential land uses are confined to those emitting minimal or no noise, to ensure compatibility with adjoining land uses.

Controls

C1 New noise sensitive uses should be located away from potential noise sources, such as road and rail.
13.13.4. Contamination
Two areas within the Bomen industrial area have been subject of an Environmental Site Assessment (ESA) conducted by ENSR Australia Pty Ltd. One of the areas concerned forms the southern part of the site that lies to the east of Byrnes Road. The other area covers the land owned by Rivco Pty Ltd to the north of East Bomen Road. The study that found some contamination had resulted from wool processing, manufacturing, agricultural and other activities on the site.

Further investigation of these sites will be required at development application stage to verify the nature and extent of contamination and remedial measures that may be necessary, pursuant to SEPP 55 Remediation of Land.

Objectives
O1 To remediate any areas of contaminated land identified within Bomen.

Controls
C1 Development Applications shall include an assessment of the potential contamination of the development site, and details of measures to address any contamination identified.

13.14. Subdivision
The LEP sets minimum lot sizes for rural, rural small holdings and large lot residential land, but not for the subdivision of industrial land.

However, the core concepts for the merit assessment of subdivision proposals remain applicable. They are:

- Achieving site and environmentally responsive subdivision
- Ensuring that the size, shape and environmental characteristics of future lots will support appropriate development and maximise the potential for design for energy and water efficiency.
- Achieving good public domain outcomes.

P1 In all land use zones subdivision design should provide a foundation for good urban form in terms of environmental responsiveness, legibility, accessibility and the ability to support quality development.

P2 Subdivision design should be responsive to orientation, topography, natural features, catchments, and the established subdivision pattern.

P3 The size and shape of lots must be able to support sustainable development. Lot sizes may need to be increased where there are physical, visual or environmental constraints. For example lots on steeper sites may need to be larger to provide flexibility for siting future buildings. Large lots are preferred on lower lying land especially that which falls towards the boundary of the industrial zone, to allow for accommodation of stormwater runoff (see next page for Subdivision Design Principles diagram).
13.14.2. **Topography, Views and Setting**

The natural landform and setting contribute to a sense of place. Subdivisions should be responsive to the setting and natural site features, and established subdivision patterns. Pre-determined subdivisions are generally not supported as they fail to consider particular characteristics of location.

**Objectives**

O1 Encourage site specific solutions and site responsive development.

O2 Discourage predetermined layouts that may not suit local topography, subdivision pattern and the like.
O3 Design to maximise the natural features of the land and to minimise unnecessary intervention, especially along creek lines.

Controls

C1 Lot orientation, size and frontages should be suitable to accommodate energy efficient development, required setbacks, landscaping, vehicle movement and parking. Consideration should be given to maximising lot orientation to take advantage of solar orientation in gaining thermal efficiencies. Subdivision layouts will reflect consideration of sewer and drainage servicing, topography, legibility, safety and security, functionality and utilities.

C2 Maintain existing mature trees where possible or provide a reasonable strategy for replanting mature specimens in the subdivision.

C3 It is preferred that subdivision east of Byrnes Road be restricted to lots greater than five (5) hectares to reduce runoff, allow onsite stormwater management and mitigate the impact of development on adjoining rural land uses.

Explanatory Note(s):
1. A landscape design may be required to integrate with water sensitive urban design systems for the subdivision.
2. Controls on changes to the natural landform, including cut and fill are included WWDCP 2010.

Refer to Section 5.3 for stormwater and drainage controls.

13.14.3. Design for Use and Accessibility

Good subdivision design offers connectivity and a legible hierarchy of streets and through routes. Roads should offer a choice of routes for pedestrians and vehicles, and integrate with adjoining streets, neighbourhoods and local facilities or shops with minimal use of dead-end and cul-de-sac roads.

The roads likely to be affected by short-term growth in Bomen include Hampden Avenue, Travers Street, Bomen Road and Byrnes Road. Bomen Road is the route most likely to attract traffic should development of Bomen spread northwards.

Objectives

O1 To provide a logical and accessible road hierarchy connecting to and within the Bomen Industrial Area.

O2 To optimise the use of existing and proposed road corridors/reserves for the possible location of services and utilities.

O3 Design streets to respond to their role and function and ensure good connections to adjoining neighbourhoods.

O4 Provide for pedestrians and cyclists, with easy and safe links to local facilities, services and open space areas.

Controls

C1 Neighbourhood road networks are to maximise connectivity. Avoid long roads with few connecting side streets that reduce the ability to readily access the area. New local roads shall link with the Internal Roads Map with details of proposed bus routes to service the business to be provided by the developer and agreed by Council prior to development approval.

C2 Connect to the existing street network and adjoining neighbourhoods.

C3 Shared paths, located on both sides of collector roads (Byrnes Rd and the major east west arterial annotated as 1 on the proposed road location and hierarchy sketch) and constructed in accordance with Council’s standards, are to be provided to service the development, and constructed by the developer at the same time as the roads.

Shared paths - at least 2.5m in width

Refer to Council’s Engineering Guidelines for Subdivision and Development for detailed design requirements.
13.15. Industrial Development

Development for industrial uses will form the majority of new development within Bomen. This section describes preferred design and layout responses for Bomen.

13.15.1. Land Use Directions

The LEP specifies land uses that are permissible without consent, permissible with consent and prohibited.

In the IN1 General Industrial Zone, permissible uses include vehicle sales or hire premises, landscape and garden supplies, timber and building supplies, rural supplies, heavy industries, rural industries, storage premises, freight transport facilities and vehicle repair stations.

In the IN2 Light Industrial Zone, permissible uses include light industries, industrial retail outlets and depots. Heavy, hazardous and offensive industries are prohibited in this zone.

In the SP2 Infrastructure Zone, land can be used for a purpose shown on the Land Zoning Map, including any development ordinarily ancillary or incidental to development for that purpose.

In the RE1 Public Recreation Zone, these sites have known archaeological, Aboriginal heritage value and scenic qualities worthy of preservation.

13.15.2. Site Layout and Orientation

By considering site layout and orientation of buildings, appropriate design responses can significantly reduce everyday running costs of buildings and contribute to the longer term cost efficiency of the developments.

Objectives

O1 Buildings should be oriented and designed to conserve non-renewable energy and to respond to passive solar orientation objectives.

Controls

C1 Orientation and openings to maximise the north and south exposure.

C2 Orientation and openings to maximise natural cross flow ventilation.

C3 In relation to the location of offices, minimise east and west facing orientation, openings and windows, or provide adequate shading. (see Site Layout and Orientation diagram below)
Well considered landscaping will provide valuable shade throughout summer and allow for the use of the winter sun.

13.15.3. Building Design
Buildings must be designed to address the street, with consideration given to impression from the street and at a point of entry. Contemporary architecture and design innovation is encouraged.

Objectives
O1 Allow for a variety of building footprints and scale based on subdivision size.
O2 Encourage building design that conserves energy through natural light and ventilation. Locate office components to maximise solar access.
O3 Encourage consistency of building heights throughout the Bomen Urban Release Area, while allowing for a variety of building forms.
O4 Provide security for businesses without compromising the visual aesthetics and overall character of the development.

Controls
C1 The front elevation must be designed to address the street, provide a corporate image and an inviting entrance. (see C6 below).
C2 The main entrance to the building must be clearly visible or 'signalled' in the design. Entrance points to buildings are to be designed as focus points and must provide protection for pedestrians by means of substantial integrated building elements such as a veranda, canopy or colonnade.

C3 Avoid expanses of blank walls and blank facades, especially on front facades.

C4 Building elevations on corner lots must address both street frontages with a high standard of architectural design.

C5 Masonry construction is considered more appropriate to office functions than to industrial functions of the building. (see following Building Design Differentiation of Components).

C6 Security fencing, cyclone mesh and chain wire fencing are not encouraged forward of the building line. Where fencing is required at the property boundary it should be decorative, open in character and below 1.8m in height, and complemented by quality landscaping.

C7 Building colours should generally be sympathetic and complementary with the natural environment and site landscaping.

C8 Large areas of one material should be treated with muted colours and tones avoiding strong hues. Large expanses of unmodulated metal finished cladding are not appropriate.

C9 Small and important building elements such as canopies, steel bracing and columns, sunscreens, ventilation louvres etc should be treated with a muted highlight colour to provide visual interest on building facades. Avoid strong colour contrasts.

C10 Use of roof lights and ventilation, in response to the orientation of the building, is preferred (see Building Design - Natural Light and Ventilation diagrams opposite).

Explanatory Note(s):

Building design should be functional and attractive

Fencing should be kept behind the building line. Where fencing is needed at the property boundary it should be open in character.

Screening can be achieved by plantings or by a decorative or feature wall.

- Simple building structures need not be bland and unattractive; consideration should be given to 'breaking up' the façade to create interest:
  - Use of different materials such as concrete panels, profiled metal cladding, fibre cement cladding, face brickwork, stone panels separately or in combination.
  - Use of the above differing materials to express changes in the form of the building.
  - Feature elements such as the louver vents and screens, exposed steel columns and bracing, careful placement of roller shutters, to achieve good design.
  - Use of vertical, horizontal and/or angled grids to break up unrelieved wall surfaces. These could be expressed feature joints in pre-cast concrete panels, fibre cement panel joints, brick banding or rendered panels.
13.15.4. Outbuildings and Other Structures

Where there are numerous separate buildings on the site, the design of each should be considered an integral component of the whole of site planning so that they may present as an integrated development; where possible, future expansion and staging should be considered so as to integrate these buildings. The use of colours, form and materials should be complementary and consistent.

13.15.5. Landscaping

Landscaping provides an attractive site by softening the appearance of built form. Landscaping adds visual interest and through appropriate species selection, can provide sun shading for vehicles and buildings.

Refer to Section 2.4 and Section 5.2 of WWDCP 2010 for objectives and controls relating to landscaping and preservation of trees.

Objectives

O1 Protect the existing established tree lines and tree groupings indicated on the Site Topography and Landscape Character Diagram in Figure 4.

O2 Protect the interpretability of significant landscape features when viewed from areas external to the Urban Release Area.

Explanatory Note(s):

- Division of the façade into top, middle and bottom elements using differing materials, grading of colours and horizontal lines,
- Projecting features such as canopies, sun shading, overhanging roof etc. to create shadows on the facades.
- Where a single development comprises multiple units occupied by multiple independent tenancies, the use of colours, finishes and materials for each unit should be complementary, whilst allowing each tenancy to be easily distinguishable and identifiable.
Explanatory Note(s):

O3 Protect and enhance the landscape appearance of the site adjacent to major arterial roads.

O4 Encourage the highest possible quality of landscape design of development adjacent to rural land uses on the eastern edge of the site.

O5 Protect and enhance the appearance of existing creeklines.

O6 Within any individual visual catchment, to protect established landscape quality, provide landscape plantings to screen new buildings or otherwise screen new buildings by way of existing plantings.

O7 Provide landscaping as part of the front setback and carparking areas, as well as rear boundaries of new development.

Controls

C1 Development adjacent to the Olympic Highway will be required to provide a privately owned and maintained landscape buffer, a minimum of 20m, to screen the development from the highway (see following Landscape Buffer to Olympic Highway diagram). Details of planting will be approved by Council officers. Planting is the responsibility of the developer and is required to commence prior to release of a subdivision certificate. Refer to Precincts Map for location of buffer.

Figure 19
Development Lots to the East of the Major Ridgeline - Eastern Side of Byrnes Road.

All development lots adjoining rural land and the full width of the eastern boundary of development lots east of the ridgeline between Byrnes Road and Windmill Lane (see Site Topography and Landscape Character diagram) will be required to provide a privately owned and maintained landscape buffer, of 10m minimum width, to screen their development from the rural land and assist with managing stormwater runoff. Details of planting will be approved by Council officers. Planting is the responsibility of the developer and is required to commence prior to release of a subdivision certificate. Refer to Precincts Map for location of buffer and to the following landscape buffer diagrams. All landscape buffers are to be planted with semi-mature native trees of minimum planted height 1.5m and maximum spacing 10m. The landscape buffer is also to include: shrub plantings; a swale drain located as indicated and bunding to contain surface runoff within the swale drain. The swale drain is to discharge to onsite detention.

Explanatory Note(s):

Cut and Fill restrictions apply to industrial development. Refer to Section 2.7 of WWDCP 2010.

Suitable landscape planting is low maintenance species suited to a dry climate. Use of rainwater for irrigation is appropriate.

A landscape buffer with a width greater than 20 metres may be required, depending on topography and site conditions.

Variation to planting timing can be considered for seasonal factors.
C3 Details of the landscape buffer, including maintenance, shall be recorded within an 88B instrument at the time of subdivision. Details will include both words and a plan.

C4 All new buildings located east of the ridgeline identified in Control C2 shall have their roof ridgelines located below the contour indicated in the following diagram.

C5 Landscaping is required to screen major infrastructure facilities, such as reservoirs and electrical substations.

C6 A landscape plan in accordance with Section 2.4 of WWDCP 2010 is required. Multi-lot subdivision requires the inclusion of street trees or tree corridors as part of the landscape plan.

C7 Landscaping of road corridors is required. Details of planting will be approved by Council delegated officers. Planting is the responsibility of the developer and is required to commence prior to the release of a subdivision certificate. Alternately landscaping can be undertaken by way of a bond arrangement with Council.

13.15.6. Signage

Signs attached to buildings shall be designed to be an integral part of the building, e.g., recessed in the façade, fascia or awning and incorporated as three-dimensional elements to add quality to the overall design concept.

Controls

C1 Only one free standing or composite sign is permitted per lot.

C2 Where multiple occupancy is proposed, the composite sign may have one panel per occupancy.

C3 All signs shall be designed as an integral part of the building fabric, and shall be of a standard equal to and consistent with the building design and detail.

C4 Signage painted directly to a building facade will not be permitted.
C5 All signs throughout a lot shall be of consistent character in design to maintain the amenity of the area.

13.15.7. **External Lighting and Service and Storage Areas**

**Controls**

C1 No glare from light spillage shall adversely impact adjoining properties or passing motorists.

C2 No open storage of goods, unserviceable vehicles or machinery shall occur within the front boundary setback area (forward of the building line), which shall be used only for landscaping and drainage, car parking, servicing, loading and unloading, or where appropriate and subject to the approval of Council, for trade display.

C3 All open storage areas shall be screened from the street and adjoining properties by landscaping, fencing and/or other means acceptable to Council.

C4 Rubbish bin storage areas must also be screened from all road frontage.

C5 All plant and equipment storage areas are to be adequately screened from public view from road frontages.

13.15.8. **Vehicle Access and Parking**

New development must provide adequate parking for visitors and staff. The development must include access suitable for service vehicles.

Refer to Section 2.3 of WWDCP 2010 Off-Street Parking for rates of provision of off-street parking.

**Objectives**

O1 Provide suitable staff, visitor and service access and parking to businesses.

**Controls**

C1 All car parking and vehicle access must be contained on site and be set back from the street as follows.

Use of front setback area for parking

**Figure - 22**
C2 Service vehicles are to be separated from visitor and staff parking areas, screened from the street and located at the rear or sides of the buildings behind the front building line (refer to Siting and Setbacks diagram in C1 Section 9.10).

C3 Provide clear paths for pedestrian movement separate from areas of frequent vehicular movement.

C4 Parking areas are to be provided with suitable species of shade tree at a ratio of 1 per 4 car bays, evenly throughout the parking areas.

C5 Parking areas must be designed to channel water into the vegetated allotment swale (refer to Section 8.1.3 Stormwater).

C6 Parking areas and access driveways must be paved or sealed with asphalt or other Council approved seal.

13.15.9. Development near residential areas

Controls

C1 Maintain sunlight to 50 percent of the private open space area of any adjoining residential property for a minimum period of three hours between 9am and 3pm at the winter solstice.

13.15.10. Development adjacent to rural zones

Industrial sites that are close to rural areas need to avoid impacts on rural land uses and outlooks. These controls apply to sites that adjoin, or are opposite, rural zoned land.

Objectives

O1 Minimise impacts on rural amenity from industrial land uses, through design, noise control and landscape amenity.

Controls

C1 Applications are to include detail on overall building height at the point closest to any boundary adjoining to rural zones.

C2 Development adjoining rural land is required to provide a privately owned and maintained landscape buffer, a minimum of 20m, to screen development from the rural land and to assist with managing stormwater runoff. Details of planting will be approved by Council’s delegated officers. Planting is the responsibility of the developer and is required to commence prior to the release of a subdivision certificate. Refer to Precincts Map for location of buffer.

C3 External building and street lighting is not to spill onto adjoining rural land.

Building Design must include low reflective materials.

Council may require additional information in the case of industrial sites that have potential to impact on residential amenity. This could include specialist noise, air quality or environmental reports.