

# 2

## Precinct design principles



Crow sculpture, Riverina Museum



These precinct design principles outline the overarching design outcomes for the precinct.

- 2.1 Understanding the context of the precinct
- 2.2 Precinct design principles

The precinct design principles ensure a high quality public realm representative of an advanced and functional industry and business precinct.

The precinct provides the opportunity to shape a new international benchmark by blending smart design, ecological sustainability and worker and visitor amenity.

Chapter 2 – precinct design principles, is made up of the following sections:

### **2.1 Understanding the context of the Wagga Wagga Special Activation Precinct**

which provides an understanding of the existing character of the precinct including its landforms, vegetation, items of cultural importance and vistas and views both within and from surrounding locations.

### **2.2 Precinct design principles**

which provides the overarching design aspirations and outcomes for the precinct, aligned with the master plan's guiding principles and the design considerations which have been incorporated into each performance criteria.

## 2.1 Understanding the context of the precinct

The Wagga Wagga Special Activation Precinct is 4,424 hectares and located 8 kilometres north-east of Wagga Wagga city centre.

The precinct is located on the \$10.8 billion inland rail infrastructure project, providing freight routes to both Brisbane and Melbourne. The precinct is the largest industrial precinct in NSW and one of the largest along the whole route.

The precinct incorporates the existing Bomen Business Park, which employs over 1500 workers. Land uses within the existing Bomen Business Park vary from intensive uses such as food processing, recycling and manufacturing, intensive agriculture and freight and logistics, to low impact facilities associated with warehousing, engineering and distribution services.

The precinct is highly accessible by road and rail to Australia's major cities and sea ports. Wagga Wagga Airport is also located 10 kilometres to the southeast.

The Olympic Highway runs north-south through the western part of the precinct and is a State route providing heavy vehicle access from Melbourne to Brisbane.

Other key roads within the precinct include Merino Road, which was recently constructed by Council and connects the Sturt Highway with Olympic Highway. It also provides access to the precinct from the Hume Highway.

The future establishment of the Inland Rail project and Riverina Intermodal Freight and Logistics (RiFL) Hub within the precinct will strengthen its accessibility and enhance the precinct's capacity for supporting freight and logistics for local businesses.

Much of the precinct has been cleared and is used for grazing and broad acre cropping, and industrial purposes. Within this highly modified landscape, patches of remnant native vegetation and planted native trees exist.

The precinct is generally isolated from any surrounding areas of biodiversity with connectivity mostly restricted to roadside corridors which were recorded in areas adjacent to Olympic Highway and Trahairs Road. These corridors include mostly native planted vegetation, recorded Miscellaneous Ecosystems (Native Plantings) and generally comprised of indigenous endemic species. Connectivity for highly mobile species also occurs in the south-western portion of the site associated with River Red Gum Woodland linking to Dukes Creek and more broadly Gobbagombalin Lagoon and the Murrumbidgee floodplain.

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 are located within the precinct, including the Bomen Axe Quarry.



01

The Regional Enterprise Zone is similar in area to the previous General Industrial Zone under the Wagga Wagga Local Environmental Plan. The boundary of the Regional Enterprise Zone has however, been reshaped so that it is located between Olympic Highway, the Inland Rail and Byrnes Road. Large industrial built forms are intended to be concentrated to the middle of the 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 reshaped boundary also serves to avoid impacts on areas of environmental importance, including the groundwater protection zone.

The Rural Activity Zone that surrounds the Regional Enterprise Zone has also been formed to provide a transition between the industrial uses and the surrounding rural and residential uses to mitigate land use conflict.

- 01 Wagga Wagga Special Activation Precinct area
- 02 Bomen Industrial Estate
- 03 Bomen Road looking west



02



03

## 2.2 Precinct design principles



Precinct design principles will guide development outcomes to ensure that the precinct is characterised by a high quality public realm which is functional and creates a strong sense of place.

# 1

### Create a strong connection to place

This will be achieved by:

- 1.1 Responding to and integrating with the natural terrain and topography and natural features.
- 1.2 Responding to the regional 'enterprise' functions and rural setting of the precinct.
- 1.3 Promoting development in visually sensitive locations to make a positive contribution to the views into the precinct.
- 1.4 Responding to the local materials and colours in the landscape.



# 2

### Recognise and celebrate the precinct's history and its Connection to Country

This will be achieved by:

- 2.1 Aspects that related to Wiradjuri Country are led or co-led by Aboriginal people including traditional owners, elders, artists.
- 2.2 Telling and sharing stories of local people and place through artworks and signage.
- 2.3 Dual naming of elements within the precinct.
- 2.4 Developing Aboriginal design iconography in artworks and the landscape design as part of precinct branding and identity.
- 2.5 Celebrating the importance of the Bomen Axe Quarry and other culturally important places.



# 3

### Ensure an active and connected place

This will be achieved by:

- 3.1 Ensuring development and local streets, pathways and public spaces integrate active transport access to, from and within the precinct.
- 3.2 Designing for shared-use paths along key streets, roads and other places.
- 3.3 Incorporating universal design and access requirements.
- 3.4 Developing a network of streets and open spaces and creating nodes, rest points and high-amenity pedestrian and cycling linkages that are safe for all users and encourage active transport.
- 3.5 Incorporating passive recreation infrastructure at strategic locations for use by employees that is interesting and in keeping with design themes of the precinct.



## 4

### Develop landscape responsive and climate resilient streets and places

This will be achieved by:

- 4.1 Designing and specifying plants and materials that are suited to the local climatic conditions, robust and resilient to the longer term effects of climate change.
- 4.2 Ensuring connected shade is provided in key locations, especially in areas of high walking and cycling activity, car parking and communal spaces.
- 4.3 Planting tall, native trees that are a mix of species and ensure a balance of hard and soft surfaces.
- 4.4 Designing to maximise micro-climate opportunities, including solar access during winter and shading in summer.
- 4.5 Siting, designing and locating development to avoid or mitigate the risk from natural hazards to people, property and infrastructure.



## 5

### Ensure green infrastructure integration across the precinct

This will be achieved by:

- 5.1 Acknowledging the role green infrastructure has in mitigating the impacts of climate change, stormwater management, and biodiversity and habitat protection.
- 5.2 Maintaining and enhancing existing natural systems through practical water sensitive urban design (WSUD) solutions.
- 5.3 Creating and strengthening green open space corridors along the street network and environmental corridors.
- 5.4 Using drainage and other corridors as elements of the green infrastructure network ensuring a multi-functional approach.



## 6

### Protect and enhance the biodiversity and habitat across the precinct

This will be achieved by:

- 6.1 Identifying the existing natural systems to be protected, integrated and incorporated into the precinct.
- 6.2 Protecting the riparian corridors throughout the precinct and beyond.
- 6.3 Promoting the ecological values of environmentally sensitive elements to build an appreciation amongst all who use and visit the precinct.
- 6.4 Promoting environmental stewardship of the precinct's values and features.
- 6.5 Ensuring areas of existing biodiversity and habitat are connected to other green.



## 7

### Designing for form to follow function to support industry operations and efficiencies

This will be achieved by:

- 7.1 Ensuring building design and site layout is functional to support the unique operational requirements of industries and businesses in the precinct.
- 7.2 Providing an attractive and visually interesting built form that engages with the natural site characteristics and streetscape.
- 7.3 Creating a range of suitable lot sizes to meet the needs of different industries and businesses.
- 7.4 Providing appropriate access, landscaping and built form outcomes in the context of the lot size.