

PART D

Section 10 Business Development

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About Section 10

Section 10 contains the controls for business development. The Section applies to developments in the central business area, local and neighbourhood centres, neighbourhood shops and Business Development Zone.

10.1 City Centre

The central business area of Wagga Wagga is the focus of regional retail and commercial services. The area has two distinct precincts – in the north, the Fitzmaurice Street Precinct, the traditional “heart” of the central business area, and in the Baylis Street Precinct, which has become the active retail core of the central business area. Refer to Figures 10.1.1a and 10.1.1b, below.

The retail core is characterised by a predominantly two storey building scale. There is a continuous built edge along Baylis Street, but variable patterns in the remainder. The roads are typically wide, and provide opportunities for civic and landscape works that would improve the micro climate, and offer improved pedestrian amenity and safety.

The underlying intentions for the central business area are expressed in the Design Principles.

Explanatory Note(s):

Refer to Part A for submission requirements and other general matters.

Refer to Part B for requirements relating to particular environmental and landscape issues.

Complying with this DCP

The controls in the DCP support the Guiding Principles and Section Objectives. A Development Application should aim to satisfy the Guiding Principles, and the Objectives of the relevant sections. Equal emphasis must be given to both “numeric” and non-numeric controls relevant to a particular development. Where a proposed development has an unacceptable impact on neighbours or the surrounding environment compliance with controls will not necessarily guarantee approval of an application.

Where a variation is sought to controls, the application must document the reasons and extent of the variation, and how the variation meets the Guiding Principles and Section Objectives for the consideration of the Council.

Central Business Area Precincts



Figure 10.1.1a Fitzmaurice Street Precinct

Explanatory Note(s):

Where a site is located peripheral to Cadell Place, the Development Application needs to consider Section 12.10 Wagga Wagga Riverside Master Plan

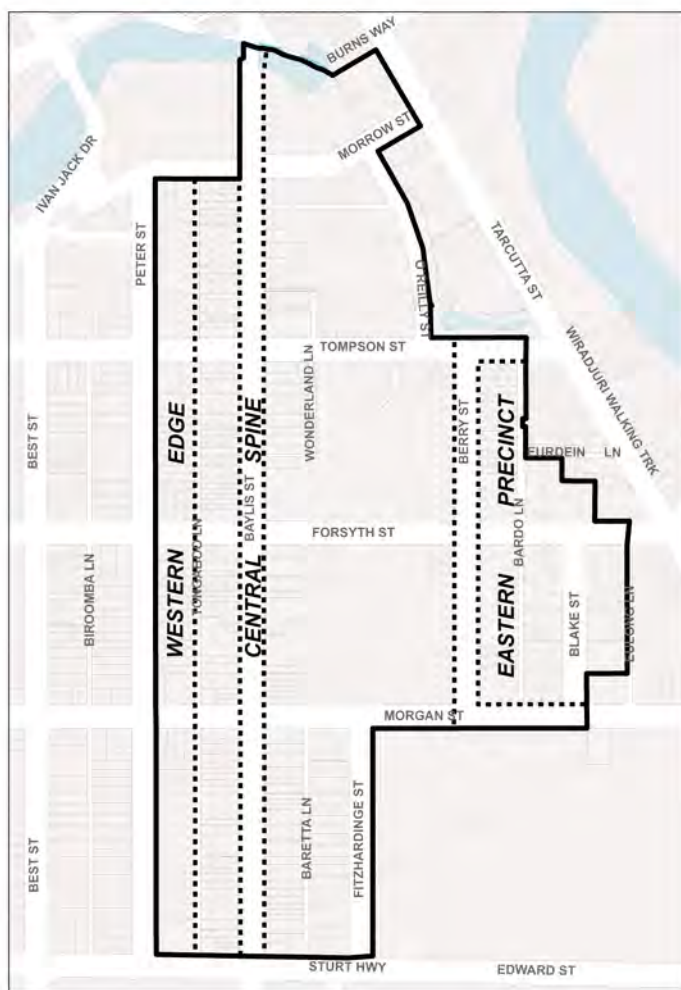


Figure 10.1.1b - Baylis Street Precinct

Explanatory Note(s):

Design Principles

- P1 Consolidate activity along Baylis Street and improve links to supporting activities on the eastern and western edges.
- P2 Reinforce the character and function of the Fitzmaurice Street Precinct as an economically viable precinct and integrate with the emerging character of adjoining Baylis Street Precinct and adjacent residential areas.
- P3 Use opportunities for civic and landscape improvements to increase legibility through the centre for pedestrians, and achieve improved environmental conditions.
- P4 Improve the urban design of the centre, and encourage quality built form.

Fitzmaurice Street Precinct

The precinct comprises the early town centre. The buildings include a mix from the Victorian, Edwardian and Inter war periods, with some contemporary infill development.

The precinct has a unique character that derives from the history and streetscape character of the building stock. The majority of the precinct is within the heritage conservation area and includes a range of heritage items. Detailed controls are provided in Section 3.3.1 of the DCP, and encourage new work to be sympathetic the heritage significance and characteristic elements of the precinct.

Objectives

- O1 Support the ongoing economic viability of the precinct and its development as a distinctive retail, restaurant and cafe area.
- O2 Support the application of heritage controls for the Fitzmaurice Street Conservation Area, including the conservation of distinctive facades.

Controls

- C1 Comply with the requirements of Section 3.3.1 of the DCP.
- C2 Maintain the two to three storey street wall to Fitzmaurice Street. Where upper levels are proposed, provide a nominal setback behind the parapet line as shown on Figure 10.1.2.

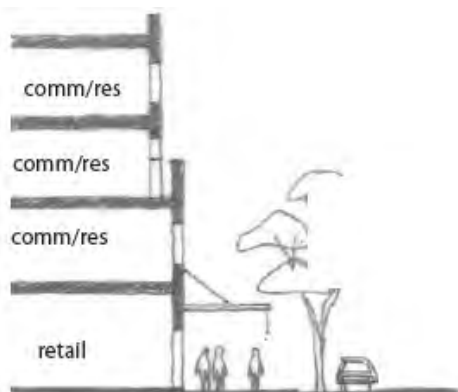


Figure 10.1.2 - Setback upper levels, Fitzmaurice Street

Set upper levels behind a nominal setback to allow the heritage facade to sit proud

- C3 Maintain a two storey street wall to Cadell Place and provide opportunities for upper levels to enjoy outlook over the Murrumbidgee River by providing an increased setback as shown in Figure 10.1.3.

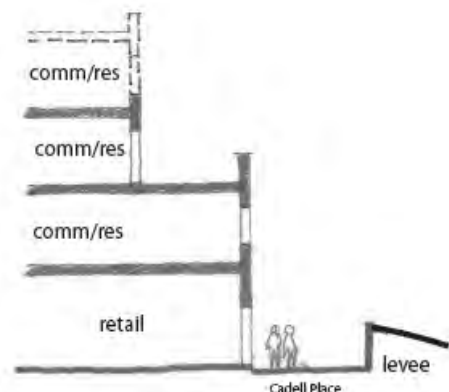


Figure 10.1.3 Building form to Cadell Place

- C4 Comply with the requirements of Section 12.10 of the DCP

Explanatory Note(s):

The Council also has associated policies regarding outdoor seating on footpaths and display of goods on footpaths.

This control also applies to shoptop housing within the B3 Zone.

Where a site is located peripheral to Cadell Place, the Development Application needs to consider Section 12.10 Wagga Wagga Riverside Master Plan

Central Spine

The central spine includes the central business area active core, and extends across both precincts from the Civic Centre to Edward Street along Baylis Street and Fitzmaurice Street. Stand alone malls on the eastern side are functionally successful but have reduced the presentation and attractiveness of the streetscape, especially along the side and rear frontages.

A range of building types occurs along the central spine. Buildings along Baylis and Fitzmaurice Streets are predominantly two storeys in height, and are attached to form a continuous street edge. Ground floor uses are typically active being retail/ shops. Residential development is suitable at upper levels in mixed use developments.

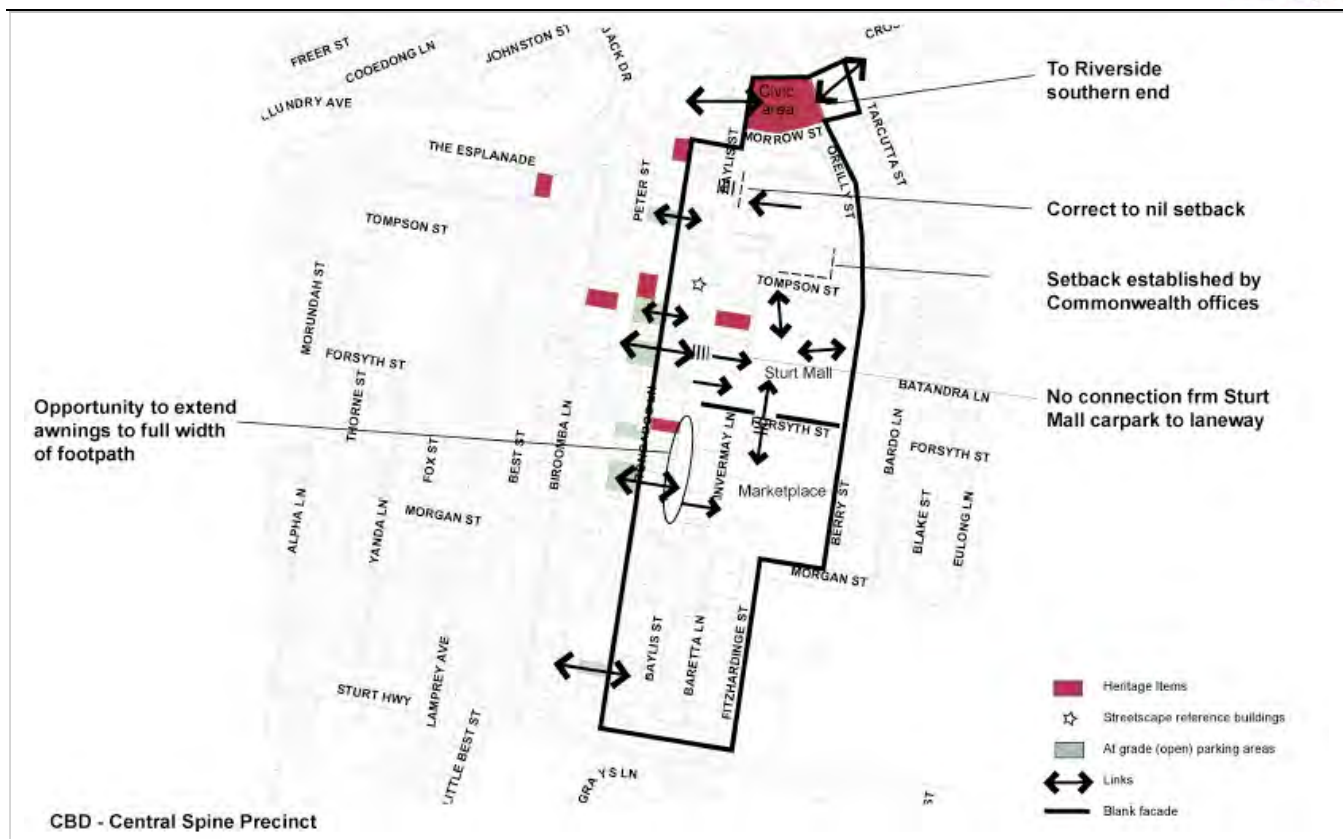
There are a number of heritage items along Baylis and Fitzmaurice Streets, interspersed with streetscape reference buildings that reinforce the rhythm of building frontages. The pattern of small scale, individual frontages is important to the streetscape character.

Increased building heights on corner sites will provide better definition to the wide corners. There are also opportunities for future developments to improve the definition of the street edge on the cross streets, especially on the eastern side of Baylis Street along Thompson, Forsyth and Morgan Streets.

Ad hoc signage detracts from the streetscape, especially intrusive above awning signs that are prevalent along Baylis and Fitzmaurice Streets.

There are opportunities to improve the legibility of the central spine, particularly for pedestrians, and to provide additional through site links and connections between Baylis and Fitzmaurice Streets and major parking areas and to the east and western fringes of the centre, as well as provide areas of community focus such as public squares, rather than rely only on internal retail malls as gathering places.

Explanatory Note(s):



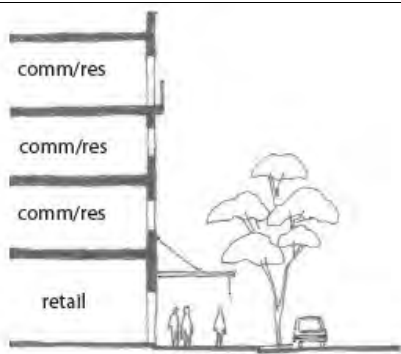
Objectives

- O1 Consolidate commercial activity and active ground floor uses along Baylis and Fitzmaurice Streets.
- O2 Retain the continuous street edge, and increase height at corner sites to achieve improved urban design and definition.
- O3 Maximise the extent of natural light to new building elements, particularly internal arcades.
- O4 Improve legibility and links to parking areas, particularly through site links for pedestrians.
- O5 Conserve the built heritage of the precincts.

Controls

- C1 Permit a nil setback to the street boundary along Baylis and Fitzmaurice Streets.
- C2 Maintain a street wall to Baylis and Fitzmaurice Streets up to four storeys in height unless the existing building is a heritage item or streetscape reference building. Above four storeys in height provide a nominal setback behind the parapet line. Where the building is a heritage listed building the setback control in control C2 applying to the Fitzmaurice Street precinct applies.

Explanatory Note(s):



Explanatory Note(s):

- C3 Development on corner sites should be designed to address the corner, and achieve at least 3 storeys and up to five storeys in height.
- C4 Reinstate the nil setback along Baylis and Fitzmaurice Streets where infill buildings have not been built to the street edge.
- C5 Design with nil setbacks unless existing adjoining buildings have established an alternate setback pattern, such as along the northern side of Thompson Street.
- C6 Sites adjoining heritage items or streetscape reference buildings are to be sympathetic in scale and character to the adjoining significant building. Additional design measures may be necessary to ensure an acceptable outcome.
- C7 Retain articulated and active shop front windows that continue the traditional rhythm of individual shop fronts where site consolidation is proposed.
- C8 Retain and reinstate (where missing) continuous full width awnings along Baylis and Fitzmaurice Streets. Use traditional awning form. Infill awning type should have its fascia at a level consistent with that of adjacent awnings and should be designed to complement the local streetscape. Avoid peaked, bullnosed or other non-traditional forms.
- C9 Service structures and mechanical equipment to be suitably treated, screened or incorporated within roof design.

Council requires permits for all cantilevered awnings, accompanied by certification (for a minimum period of 7 years) by a qualified practicing Civil Engineer.

Baylis Street Precinct - Eastern section

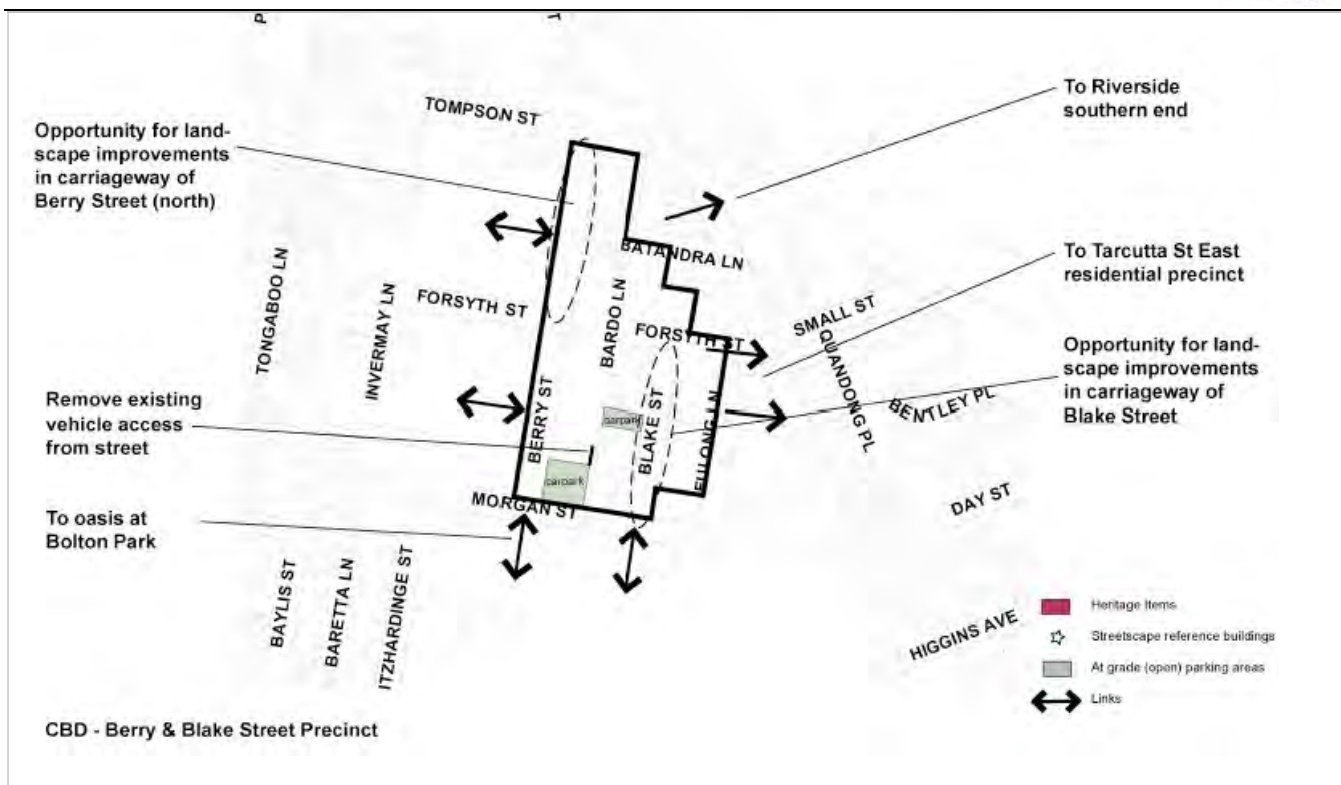
The Berry Street and Blake Street area contains a number of under-utilised sites. There are no consistent front setbacks or built patterns, and the streetscape lacks an identifiable character.

The area offers considerable opportunities for central business area service uses, offices, mixed use developments, bulky goods premises, hotel accommodation and recreational facilities, clubs and the like. Development along the eastern side of Berry and Blake Streets should be weighted towards the street frontage to reduce potential impacts on the adjoining residential precinct.

There are opportunities to improve connections to the Tarcutta Street East medium density area, and Bolton Park/ the Oasis centre to the south.

Reducing the carriageway of Blake and Berry Streets with centre plantings or similar would significantly improve the precinct's character with a much needed greening. Angled parking may be appropriate to increase the on-street parking capacity.

The maximum building height set by the LEP is 25m with a maximum Floor Space Ratio (FSR) of 4:1.



Objectives

- O1 Encourage efficient use of land, and avoid under-development.
- O2 Encourage land uses that support the core commercial area, including those suited to larger sites.
- O3 Facilitate improved links to adjoining land uses and areas.
- O4 Encourage improved built outcomes by encouraging consolidation of smaller sites.

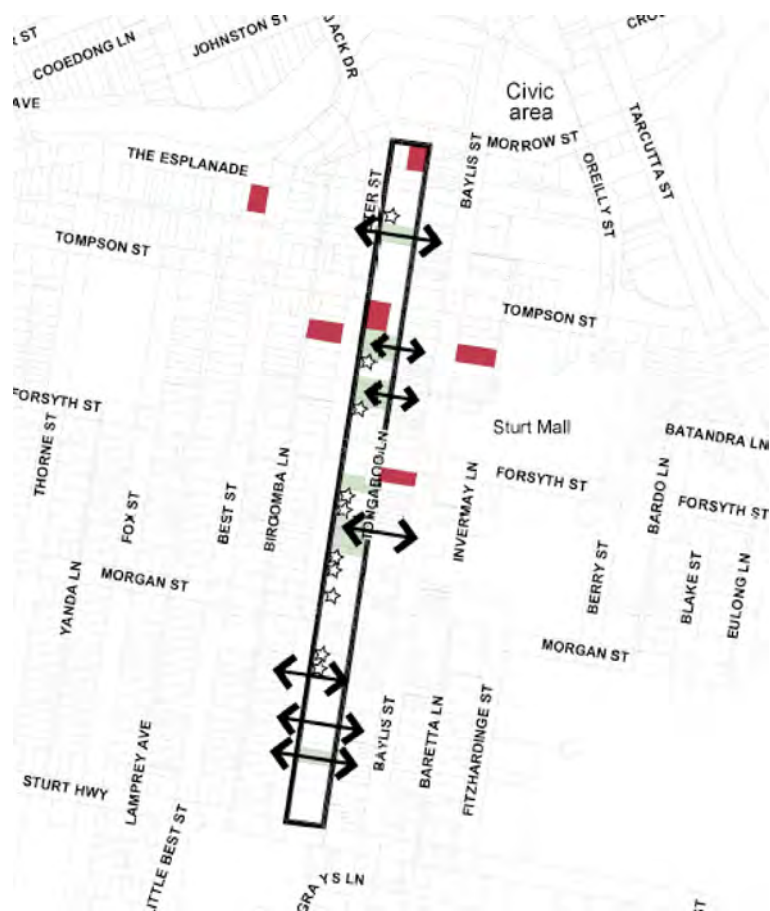
Controls

- C1 Design buildings to occupy the western portion of sites on the eastern sides of Blake and Berry Street to avoid impacts on residential land to the east.
- C2 Developments are to provide an active interface to the street. Avoid blank walls and "back of house" services to street elevations.
- C3 All parking, vehicle access, loading and unloading facilities, to be provided from rear lanes where available.
- C4 No off-street parking in the front setback area.

Baylis Street Precinct - Peter Street

The eastern side of Peter Street forms the western edge of the city centre. Buildings are detached, with a number dating from the early twentieth century. Setbacks to the street vary from nil to two to three metres in a reasonably closely built pattern. Full width footpath awnings are isolated and not prevalent in the street.

Explanatory Note(s):



Western precinct – Peter Street

The area has a well established landscape character, with centre road plantings that contribute to a pleasant streetscape. The street trees define the edge of the commercial precinct, and support a positive transition to the adjoining residential precinct. Where buildings have a small setback landscaping is important to maintain the character of the street.

There is potential for the street to support a two to three storey built edge while preserving the existing street character. Developments should retain articulated facades, and avoid blank walls.

The area is suited to a mix of service and professional uses such as real estate agents, employment and training uses, service and medical related uses. Large scale developments and significant site consolidation, is not appropriate in this precinct.

Opportunities to increase through site links to Baylis Street, and the legibility of existing links should be addressed by future developments.

Explanatory Note(s):

Objectives

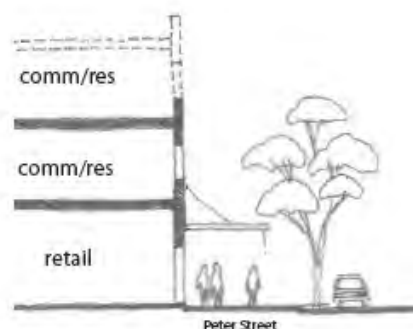
- O1 Retain the close-built character that derives from the early twentieth century heritage items and streetscape reference buildings.
- O2 Encourage professional and service uses that complement the commercial core, and which are better located in the Business Zone rather than the Residential Zone to the west.
- O3 Reinforce the landscape character of the precinct.

- O4 Improve the legibility of existing through site links and provide additional links where possible.

Explanatory Note(s):

Controls

- C1 Setbacks determined by adjoining buildings.
- C2 Maintain a streetwall height of 2 storeys with additional floors having a nominal setback behind the parapet line. Where the building is a heritage listed building the setback control in control C2 applying to the Fitzmaurice Street precinct applies.



- C3 Development on corner sites should be designed to achieve at least 3 storeys in height.
- C4 Developments are to provide an active interface to the street. Avoid black walls and “back of house” services to Peter Street.
- C5 All parking, vehicle access, loading and unloading facilities to be from rear lanes were available.
- C6 No off-street parking in the front setback.

10.2 Mixed use development

The controls of this section apply to mixed use developments. Mixed use developments are developments comprising of two or more different land uses. The mix of uses should be compatible with the location and context of the site.

Mixed use developments are permissible in the city centre B3 Zone, as shop-top housing in the B1 and B2 Zones, and in the B4 Mixed Use Zone.

Any residential component must comply with the relevant provisions of Section 9, except for sites in a B4 Zone that have an approved masterplan.

Objectives

- O1 Ensure the design and layout of mixed-use developments retains a high-level amenity for all users.
- O2 Encourage active street frontages and an opportunity for a mix of uses.
- O3 Ensure that the form of mixed-use development in the B4 Zone is appropriate to its built context.
- O4 Encourage adaptive reuse of existing large-scale buildings in the B4 Zone.
- O5 Ensure that development of sites within B4 Zone is based on an urban design-based masterplan.

Controls

- C1 All developments on sites and consolidated sites larger than 1 hectare within the B4 zone are required to be in accordance with an urban design based on master plan approved by Council. Controls C2 to C9 will not apply in such instances.
- C2 Locate commercial and retail uses at ground level. Any residential component should be on upper level floors.
- C3 Provide a ground floor frontage that is compatible with the form, rhythm, scale and character of adjoining developments or the intended future-built character for the area. For example, in an area characterised by smaller shop fronts locate larger uses or commercial spaces within the building or on upper levels.
- C4 Provide separate entrances to the residential and non-residential components.
- C5 On-site parking should be provided either in basement parking levels or otherwise be concealed from view from the façade to the primary street frontage.
- C6 Access to basement parking levels is to be from one entry point.
- C7 Residential parking areas are to be secure and separate from non-residential parking and servicing areas.
- C8 The residential component is required to comply with relevant provisions of Part 9 for solar access, private open space and privacy.
- C9 Minimise expanses of blank walls and use articulation and materials to create visually interesting street elevations.

Explanatory Note(s):

The residential component shall be subject to the provisions of SEPP 65 (Design Quality of Residential Apartment Development).

Site Specific Controls

- C10 Land located within the B4 Mixed Use zone located on Morgan, Murray and Forsyth Streets is subject to the controls under section 10.8 of the DCP.

10.3 Local centres

There are a number of neighbourhood and local centres across the Wagga Wagga urban area that are beside or close to residential areas.

Neighbourhood centres (B1 Zone) serve the immediate surrounding neighbourhood. They typically support small scale, convenience and service uses. Local centres (B2 Zone) support a broader range of retail and business activities to serve a wider area. They are often on bus routes or close to medium density areas.

It is important for these centres to integrate with, and complement the adjoining land uses, providing pedestrian friendly access routes, and active shop fronts to the streets.

Specialist studies may be required in relation to noise and traffic impacts.

Objectives

- O1 Support the ongoing viability of local centres.
- O2 Ensure good integration with adjoining residential areas.

Controls

Explanatory Note(s):

- C1 Design to provide an active address to the adjoining residential precinct – avoid blank and unarticulated walls, consider outdoor dining areas or uses that encourage interaction with the street environment.
- C2 Setbacks, building design and location – locate building bulk to ensure acceptable setbacks to any adjoining residential land. A landscaped buffer may be required.
- C3 Design and locate signs to minimise light spill to adjoining or nearby residential land.
- C4 The location of vehicle entrance and exit points is to minimise disturbance to the functioning of adjoining roads, and avoid directing additional traffic through residential precincts.
- C5 Design and location of loading and unloading facilities away from residential properties close to the site and provide adequate screening.
- C6 Provide bicycle parking facilities at a rate of 1 bicycle per 200m² of gross floor area.
- C7 Locate services and any mechanical vents or equipment away from residential development.
- C8 Hours of operation are generally not to exceed 6am to 9pm daily. However dispensation may be considered for uses licensed to operate beyond those times, based on individual merits.

10.4 Neighbourhood shops

Neighbourhood shops are the traditional local “corner shops” that sell small daily convenience goods such as food, personal care products, and newspapers and the like.

Neighbourhood shops are allowed in residential, business and industrial zones, but must have less than 100m² of retail floor space under the LEP.

Objectives

- O1 Ensure that the design of neighbourhood shops is compatible with surrounding land uses.
- O2 Ensure compatibility with the amenity of adjoining residential development.

Controls

- C1 Use good site planning to protect the amenity and outlook of adjoining and nearby residences (as relevant). This may require locating potential noise sources away from sensitive receivers, and screening storage areas and the like.
- C2 Outdoor seating can be considered depending on site conditions and context.
- C3 Rubbish bins and bike parking areas may be required to be provided.
- C4 Hours of operation are not to exceed 6am to 9pm daily.
- C5 Adequate waste storage and disposal facilities are to be provided.
- C6 Signage is not to impact on the amenity of adjoining residential properties.

10.5 Business Development Zone

This section applies to land in the B5 Business Development zone in the LEP. The Business Development zone is located on land both sides of Dobney Avenue and Pearson Street and extending along the southern side of Chaston Street.



The precinct is characterised by mixed businesses, including car sales yards (vehicle sales and hire), automotive repairers (vehicle repair stations), service industries and business services such as sign writers, glass merchants and trades.

Explanatory Note(s):

A site management plan may be required where extended out of hours activity is likely to occur outside an enclosed building resulting from truck or vehicle movements, loading noises and the like, or for any use that might generate impacts that could affect residential amenity.

Explanatory Note(s):

Any Bulky Goods Premises in this zone must comply with the conditions identified in section 12.4.

10.5.1 Site design and setbacks

Objectives

- O1 Promote functional site design while providing flexibility to respond to site conditions.
- O2 Ensure appropriate setbacks between buildings and street frontage.
- O3 Promote flexibility within the front setback by allowing integration of car parking that is complimented by landscaping.
- O4 Ensure provision for adequate loading facilities to minimise on-street pedestrian and vehicular traffic disturbance.

Controls

- C1 The front setback for new development is to be 10m or consistent with adjoining properties that have a predominant building alignment closer to the street.
- C2 The front setback area is to be landscaped. Up to half the setback area may be used for site access and parking provided the landscaping provides satisfactory screening.
- C3 Side and rear setbacks will be considered whilst having regard to fire safety separation requirements as determined in accordance with the Building Code of Australia.
- C4 Awnings may project into the front setback to a maximum depth of 2m. The awning is to be designed as an integrated element of the façade.
- C5 Loading facilities are to be provided for within the site area and distinguished from car parking areas.
- C6 Driveway crossings must be large enough to accommodate vehicles related to loading and unloading.
- C7 Car parking and loading/unloading areas must be designed to ensure adequate manoeuvrability.

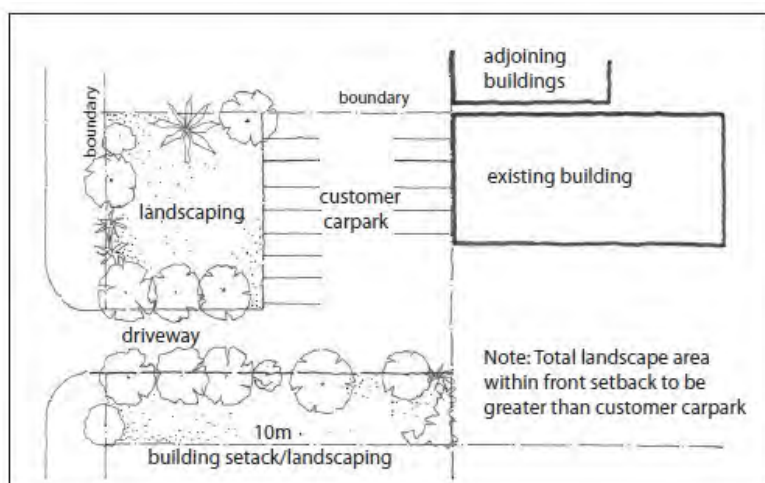


Figure 10.2 - Use of front setback area for parking – refer to C2 above



Part of the front setback can be used for car parking



Awnings should be designed as part of the facade

Explanatory Note(s):



Landscaping the front setback improves presentation to the street

Landscaping requirements are in section 2.4.

10.5.2 Building and boundary design

Objectives

- O1 Promote attractive and functional buildings through consistent architectural quality and design innovation.
- O2 Minimise expanses of blank walls and facades, especially on front facades.

Controls

- C1 A change in plane (ie. an articulation) of a minimum of 300mm in each elevation addressing a street frontage is required every 25m of wall length.
- C2 Building facades are to be designed using non-reflective materials and finishes.
- C3 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 no greater than 1.8m in height, and be complemented by quality landscaping. Black open mesh fencing is preferred.

Examples of security fencing

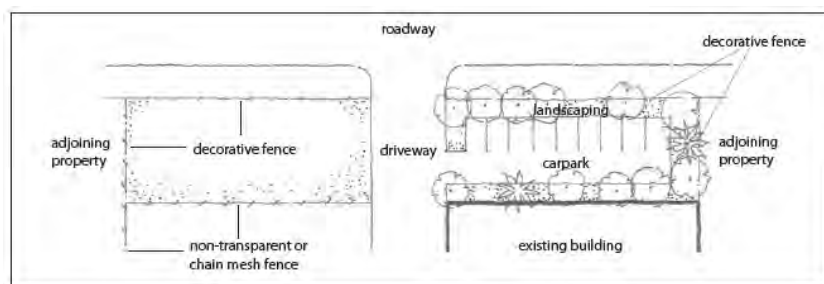


Figure 10.3 - Fencing - single front site

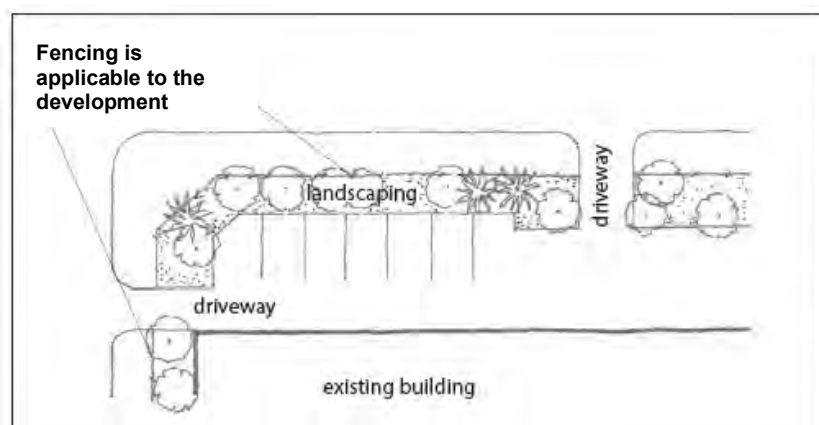


Figure 10.4 – Fencing - dual frontage site



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.

10.5.3 Development near residential areas

Objectives

- O1 Minimise impacts on residential amenity from Business Development.

Controls

- C1 Orientate buildings away from residential land and minimise openings towards residential boundaries as a means to reduce noise transmissions. Noise attenuation measures may also be required.
- C2 Provide a 3m landscape buffer along any common boundary within land zoned for residential development.

10.5.4 Shared Zone

Council, in conjunction with the Roads and Maritime Services will implement a shared zone in Dobney Avenue.

The shared zone will be implemented in accordance with the Roads and Maritime Services Shared Zone Policy and Guidelines.

The shared zone controls apply to land on the western side of Dobney Avenue bounded by Edward Street and Pearson Street as shown below:



Explanatory Note(s):

Figure 10.5 – Shared zone controls apply to land on the western side of Dobney Avenue bounded by Edward Street and Pearson Street

Objectives

- O1 To ensure development on land identified in Figure 10.5 facilitates the implementation of the proposed shared zone

Controls

- C1 Development on land identified in Figure 10.5 must have regard to the proposed shared zone
- C2 Development applications on land identified in Figure 10.5 must

be referred to the Roads and Maritime Services

C3 Front setbacks are to be provided to allow for the implementation of the shared zone

C4 Current setbacks and setback treatments are to be maintained.

10.6 Enterprise Corridor Zone

Explanatory Note(s):

This section applies to land in the E3 Productivity Support zone that comprises the former B6 Enterprise Corridor zone in the LEP. The former Enterprise Corridor zone is located on land both sides of the Sturt Highway as indicated in figures 10.5 to 10.11 below.

Enterprise Corridor Area Precincts



Figure 10.5 Precinct 1

This precinct comprises a number of hardware and building supplies, vehicle repair stations, vehicle sales or hire premises, shops and retail premises.

Desired future outcomes are included in Appendix A.



Figure 10.6 Precinct 2

Explanatory Note(s):

This precinct comprises a mix of bulky goods, vehicle sales and repair and takeaway food premises.

Desired future outcomes are included in Appendix B.



Figure 10.7 Precinct 3

This precinct comprises a mix of industry, vehicle repair, residential and bulky goods.

Desired future outcomes are included in Appendix C.



Figure 10.8 Precinct 4

Explanatory Note(s):

This precinct comprises a mix of vehicle sales, residential, industry, recreation and bulky goods.

Desired future outcomes are included in Appendix D.



Figure 10.9 Precinct 5

This precinct comprises a mix of veterinary, bulky goods, building supplies, exhibition homes, industry, business, recreation and storage.

Desired future outcomes are included in Appendix E.



Figure 10.10 Precinct 6

Explanatory Note(s):

This precinct comprises residential and rural development.

Desired future outcomes are included in Appendix F.



Figure 10.11 Precinct 7

This precinct comprises residential, rural and commercial development.

Desired future outcomes are included in Appendix G.

Precinct 7 – Additional Controls

Precinct 7 once established, will form the entrance to the city. The precinct will require additional access points and service lane treatment to maintain the Sturt Highway function.

Controls

- C1 Developments are to consolidate sites to achieve a minimum of 2,000m²
- C2 Service delivery access is to be provided to the rear of the property
- C3 Access arrangements are to be established during development in accordance with the adopted access points and service roads shown in Appendix G
- C4 No direct access to the Sturt Highway will be provided
- C5 Each development is to be accompanied by a traffic impact assessment to demonstrate appropriate access treatment
- C6 Subdivision of land on the northern side of the Sturt Highway, between Bakers Lane and Eunony Bridge Road, shall ensure that all lots along the interface of the highway address, front and are accessed by a service road running adjacent to the highway.
- C7 Development on lots on the northern side of the Sturt Highway, between Bakers Lane and Eunony Bridge Road, shall be designed to address the Sturt Highway.

Design Principles

- P1 Consolidate lots in the Enterprise Corridor and improve links within the corridor.
- P2 Reinforce the character and function of the Sturt Highway / Hammond Avenue as a main road.
- P3 Use opportunities for landscape and streetscape improvements to improve the entry corridors.
- P4 Improve urban design and encourage quality built form.

Development Objectives

- O1 To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of centres.
- O2 To facilitate the development of large-scale business premises that do not detract from the core commercial functions of the Wagga Wagga central business district.
- O3 To protect the primacy of the Wagga Wagga central business district.
- O4 Encourage development consistent with the desired future outcomes identified in Appendices A to G.

Site design and setbacks

Objectives

- O1 Promote functional site design while providing flexibility to respond to site conditions.
- O2 Allow for flexibility within the front setback area to be partly used for car parking provided it is complemented by quality landscaping.

Explanatory Note(s):

O3 Provide for adequate loading facilities to minimise on-street disturbance.

O4 Encourage improved built outcomes by encouraging consolidation of smaller sites.

Controls

C1 All developments on sites and consolidation of sites larger than 1 hectare within the B6 zone are required to be in accordance with an urban design based on a master plan approved by Council. Controls C2 to C11 should be taken into account when preparing master plans.

C2 The front setback for new development is to be a minimum of 10m or consistent with adjoining properties that have a dominant building alignment closer to the street.

C3 Developments are to provide an active interface to the street. Avoid blank walls and “back of house” services to street elevations.

C4 All parking, vehicle access, loading and unloading facilities to be from rear lanes where available.

C5 The front area is to be landscaped. The setback area may be used for site access and parking provided that at least 15% of the setback area is landscaped.

C6 Side and rear setbacks will be considered whilst having regard to fire and safety separation requirements as determined in accordance with the Building Code of Australia.

C7 Awnings may project into the front setback to a maximum depth of 2m. The awning is to be designed as an integrated element of the facade.

C8 Loading facilities are to be provided for within the site area and distinguished from car parking areas.

C9 Driveway crossings must be large enough to accommodate vehicles related to loading and unloading.

C10 Car parking and loading and unloading areas must be designed to ensure adequate manoeuvrability.

C11 Limited access onto Sturt Highway will be permitted. Where practical, service lanes should be provided.

Building and boundary design

Objectives

O1 Promote attractive and functional buildings through consistent architectural quality and design innovation.

O2 Minimise expanses of blank walls and facades, especially on front facades.

Controls

C1 A change in plane (i.e. an inundation) of a minimum of 300mm in each elevation addressing the street frontage is required for every 25m of wall length.

C1 A change in plane (i.e. an inundation) of a minimum of 300mm in each elevation addressing the street frontage is required for every 25m of wall length.

C2 Minimise expanses of blank walls, and use articulation and

Explanatory Note(s):

Controls provided in this chapter are to be considered in addition to the controls in all other sections of the DCP.

materials to create visually interesting street elevations.

C3 Building facades are to be designed using non-reflective materials and finishes.

C4 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 no greater than 1.8m in height and be complemented by quality landscaping. Black open mesh fencing is preferred.

Explanatory Note(s):

Development near residential areas

Objectives

O1 Minimise impacts on residential amenity from development.

O2 Ensure good integration with adjoining residential areas.

Controls

C1 Orientate buildings away from residential land and minimise openings towards residential boundaries as a means to reduce noise transmissions. Noise attenuation measures may also be required.

C2 Provide a minimum of 3m in landscape buffer along any common boundary of land zoned for residential or rural development.

C3 Design and locate signs to minimise light spill to adjoining or nearby residential land.

C4 The location of vehicle entrance and exit points is to be designed to minimise disturbance to the functioning and operation of adjoining roads, and avoid directing additional traffic through residential precincts.

C5 Design and location of loading and unloading facilities away from residential properties close to the site and provide adequate screening.

C6 Locate services and any mechanical vents or equipment away from residential development.

C7 Hours of operation are generally not to exceed 6am to 9pm daily. However dispensation may be considered for uses licensed to operate beyond those times, based on individual merits.

C8 A site management plan may be required where extended out of hours activity are likely outside an enclosed building, such as truck or vehicle movements, loading noises and the like, or for any use that might generate impacts that could affect residential amenity.

10.7 Awning Controls

The Wagga Wagga City Council area has many shops and commercial buildings that have awnings which project over public footways.

Objectives

O1 To encourage the provision of awnings that have regard to existing awnings on adjacent buildings and the predominant awning form in that part of the streetscape

- O2 To encourage awnings that possess high quality architectural design that compliments the architecture of its building while also enhancing the visual quality of the streetscape
- O3 To ensure there is an integration of awning height, style and detail to provide visual continuity and weather protection.
- O4 To ensure that awnings are designed and constructed with structural integrity to protect the public from injury or death that may result from the structural failure of awnings
- O5 To ensure that awnings are functionally designed and promote adequate weather protection for pedestrians.
- O6 All awning designs are to comply with the provisions of the Wagga Wagga Awnings Policy (POL 050).

Explanatory Note(s):

Controls

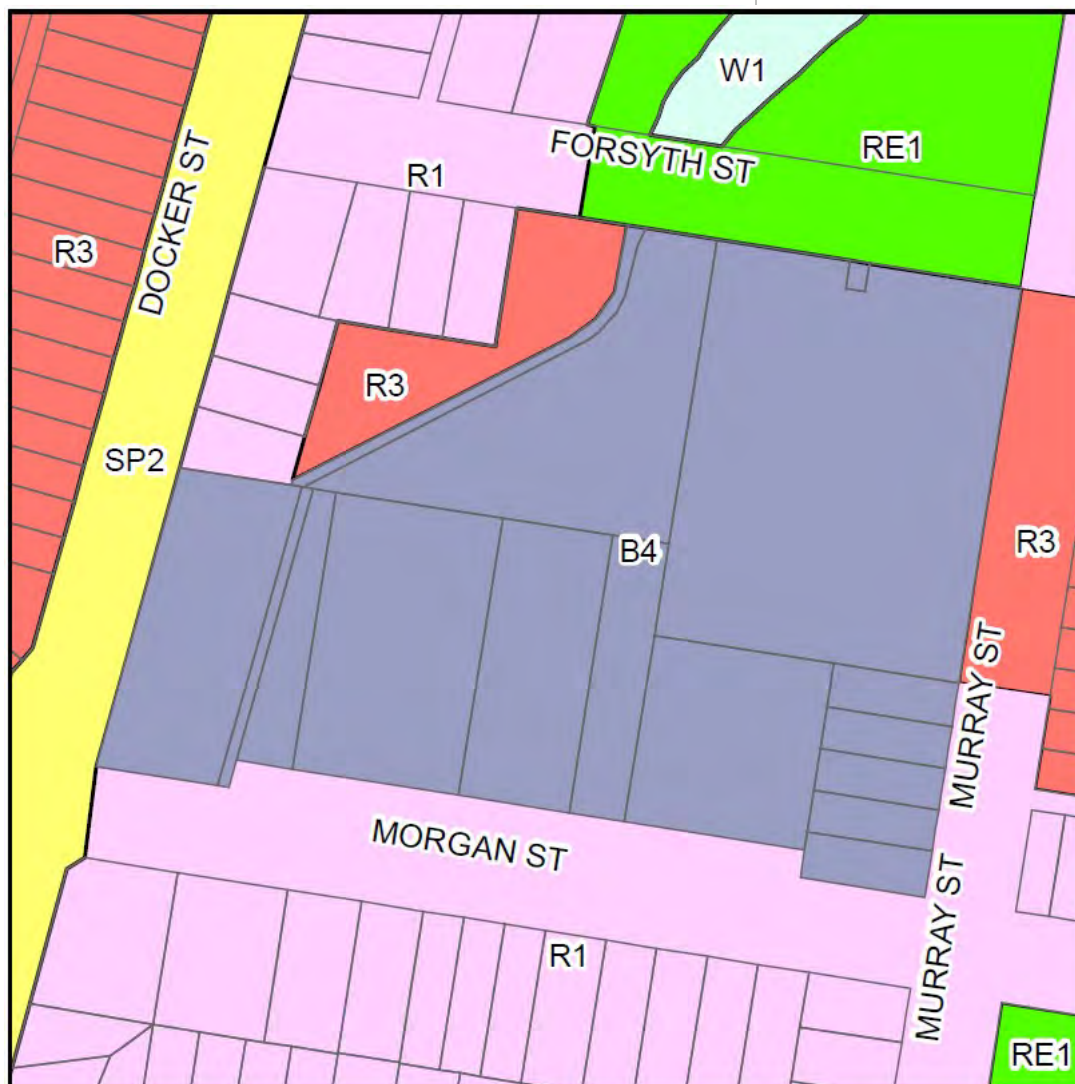
- C1 Awnings supported by timber or metal posts are to have a corrugated metal roof without bullnose. Awnings are to be a minimum height of 2600mm. Awnings are to be a minimum 2400mm width from the property line extending over the pavement to the edge of the footpath road kerb (providing minimum 600mm clearance for vehicles from pavement edge and should match any adjoining posts).
- C2 Cantilevered or suspended awnings are to be a minimum height of 3000mm above footpath and have a minimum width of 2400mm from the building edge.
- C3 The height of the fascia shall be minimum 300mm, maximum 450mm.
- C4 Roll up canvas blinds are permitted to be suspended from the outer edge of the awning. The blinds shall provide a minimum clearance of 2600mm above the footpath level. Blinds shall not be used for advertising purposes.
- C5 For new buildings proposing the installation of an awning, to avoid additional water flow into street gutters and reduce potential for localised flooding, stormwater is not to drain into the street gutters and shall be plumbed directly into the properties existing storm water system.
- C6 For any existing buildings that proposed to install an awning but cannot plumb directly into the existing stormwater system, all downpipes shall be concealed to ensure that gutters cannot be viewed from the street.
- C7 Awning gutters are to be constructed so that they are not visible from the footpath or are integral to the awning structure and coloured to suit.
- C8 Air conditioners, heaters and similar items should not be mounted on street awnings or the front facades of buildings. Consideration may be given to the mounting of heating/cooling appliances underneath the awning if the height of the appliance can comply with the controls in this sections and public health and safety can be protected.
- C10 Signage shall be integrated into the awning design and not extend past the edges of any fascia, post or other awning element and be in accordance with the DCP advertising provisions.
- C11 Original verandahs, awnings and shop fronts on heritage items or in the heritage conservation area shall be retained and conserved.

- Glazed awnings are not encouraged because they typically do not provide effective sun control, and also because they require extensive maintenance to ensure an attractive streetscape
- Under awning lighting is encouraged to provide afterhours safety and security
- The height of awnings and depth of fascia should match that of adjacent awnings

10.8 Morgan, Murray and Forsyth Streets Mixed Use Precinct

The site is a key opportunity site within proximity to the central business district and emerging health precinct. The development controls seek to optimise the use of the land for a more intense mixed-use development on the site, relying on a high-quality design and a master plan approach.

Where there are discrepancies between the controls in 10.8 and controls elsewhere in the DCP, the controls under 10.8 will prevail



Objectives

- O1 Buildings on the site achieve an appropriate relationship to the surrounding development and public domain, including streets, lanes, parks and community spaces.
- O2 The design and layout of development on the site retains a high-level amenity for all users on and off the site.
- O3 The design and layout of residential development provides improved liveability through enhanced internal and external apartment amenity in accordance with best design practices.
- O4 Development on the site is supported with sustainability strategies through better traffic and transport solutions, building adaptability and robustness, improved energy efficiency and water sensitive urban design practices.

Controls

Design and orientation of development

- C1 Development on the site occurs in accordance with an Urban Design-Based Master plan approved by Council.
- C2 Residential development over three storeys shall comply with *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development* and the supporting *Apartment Design Guide*.
- C3 Development shall be located and orientated to minimise overshadowing and privacy impacts, particularly where minimum setbacks are used and where buildings are higher than the adjoining development.
- C4 Development shall be located and orientated to maximise visual privacy between buildings on site and for neighbouring buildings.
- C5 Development provides active street frontages. Minimise expanses of blank walls and use articulation and materials to create visually interesting street elevations.
- C6 Development provides ground floor frontages that are compatible with the pattern, form, scale and character of adjoining developments.

Height of buildings

- C7 Height of buildings shall minimise the impact on adjoining properties. Building design shall demonstrate impacts to surrounding properties with respect to overshadowing, privacy, noise and any other impacts.
- C8 The roof height of the tallest building on the site, shall not exceed 32m. The maximum roof height is not to be unilaterally applied across the site.
- C9 The height distribution strategy diagram(s) provided below indicate how height could be appropriately distributed across the site to ensure that the objectives and controls can be achieved. Development Applications will be required to demonstrate how the height of proposed buildings meet the intent of the height distribution diagrams to comply with the objectives.

The *Apartment Design Guide* provides consistent planning and design standards for apartments across NSW. It provides design criteria and general guidance about how development proposals can achieve the design quality principles identified in the *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development*.

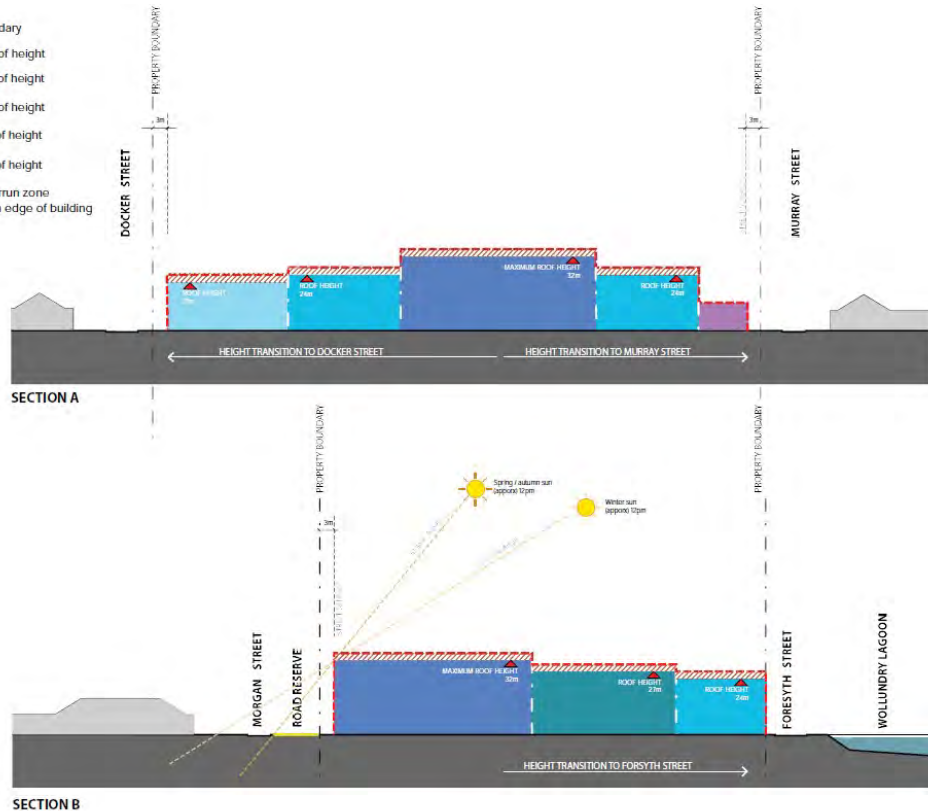
For all other forms of residential development, the provisions under Section 9 of the DCP shall apply.

The height of development shall graduate up from the site edge to the centre of the site to ensure an appropriate transition compatible with neighbouring buildings and streets.

The maximum roof height excludes rooftop plant and overrun zone.



DCP Height Diagram



DCP Height Section Diagrams

- C10 Roof top plant shall be located in a manner that is setback from building edges and screened so as not to be visible from the immediate public domain.
- C11 Appropriate interfaces with adjoining zones and permitted heights. Interfaces shall consider the following when considering appropriate heights:
- Land use and zone
 - Adjacent zone height
 - Physical separation distance
 - Orientation
 - Appropriate setbacks that respect height impacts

Vehicle access and parking

- C12 In addition to the provisions provided under section 2 of the DCP, the following site-specific controls apply to development on the site:
- A detailed Traffic Impact Assessment must be submitted as part of any future development on the site. It must consider the full development potential of the site and changed traffic conditions as a result of the current and anticipated development of the Wagga Wagga public hospital and boarder roadwork.
 - The Traffic Impact Assessment must address all traffic including vehicular, pedestrian and cycling needs for the precinct. Consideration of the impacts of the current active travel plan which intends to utilise Murray Street is also required.
 - Parking must be provided in accordance with an approved access and Parking Strategy and Management Plan for the entire site.
 - The Parking Strategy and Management Plan must provide a comprehensive parking system that considers both the supply and management of parking consistent with the guidance of the parking provisions of the Wagga Wagga DCP and the RMS' Guide to Traffic Generating Developments for Metropolitan Subregional Areas. The above may include a shared use parking strategy that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
- As a minimum requirement, residential parking shall comply with the RMS' Guide to Traffic Generating Developments for Metropolitan Subregional Areas.
- Commercial parking shall comply with the parking provisions of the Wagga Wagga DCP.
- Where restricted access parking is proposed as part of either residential or commercial development, the Parking Strategy and Management Plan must consider and address impacts on access to and provision of parking both on and off the site.

SEPP65 and the Apartment Design Guide (ADG) reference the minimum off-street car parking requirements as set out in the *Guide to Traffic Generating Developments (GTTGD)* and note that where the development complies with these parking requirements it cannot be refused. Specifically, to this development, Wagga Wagga is a nominated regional centre, and, in these areas, the Metropolitan Subregional Centre rate should be applied.

- The Parking Strategy and Management Plan must include a requirement for end-of-trip facilities to encourage cycling in line with Council's Active Travel Plan which will pass the site.

Open spaces and landscaping

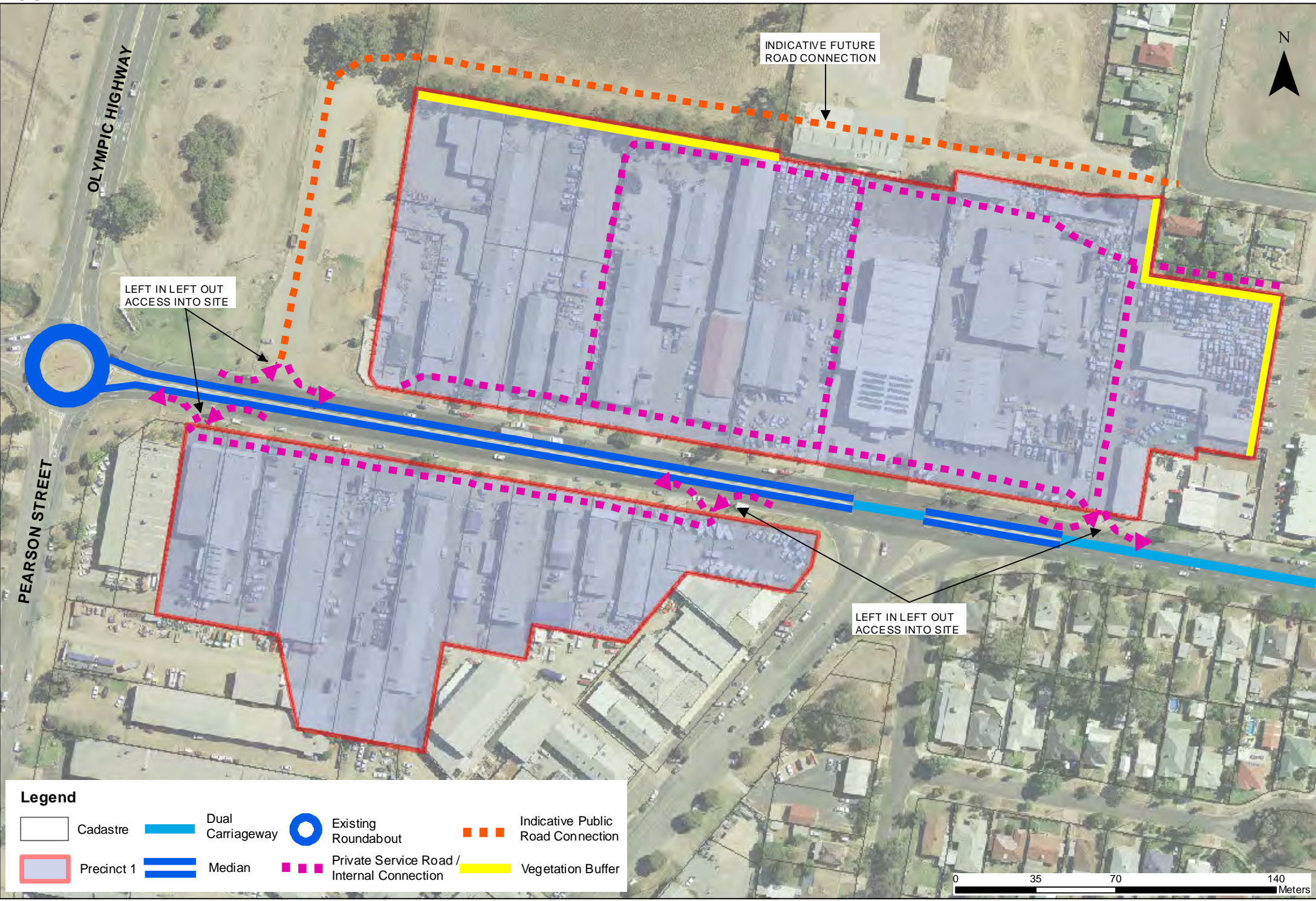
- C13 Public open spaces and pedestrian linkages within the development shall be connected with the surrounding pedestrian and cycle networks.
- C14 Opportunities for a range of recreational activities should be provided for people of all ages on the site and can be provided with a combination of hard and soft space with high amenity and urban design elements and features.
- C15 A detailed landscape plan shall be submitted to Council for approval in accordance with the landscaping requirements provided under Section 2 of the DCP and where appropriate in accordance with the *Apartment Design Guide*.

Services

- C16 Garbage collection, loading and servicing areas shall be screened and/or located so they do not impact neighbouring properties with respect to access, noise and odours. A loading management plan and waste management strategy shall be provided with any development application.

Stormwater management

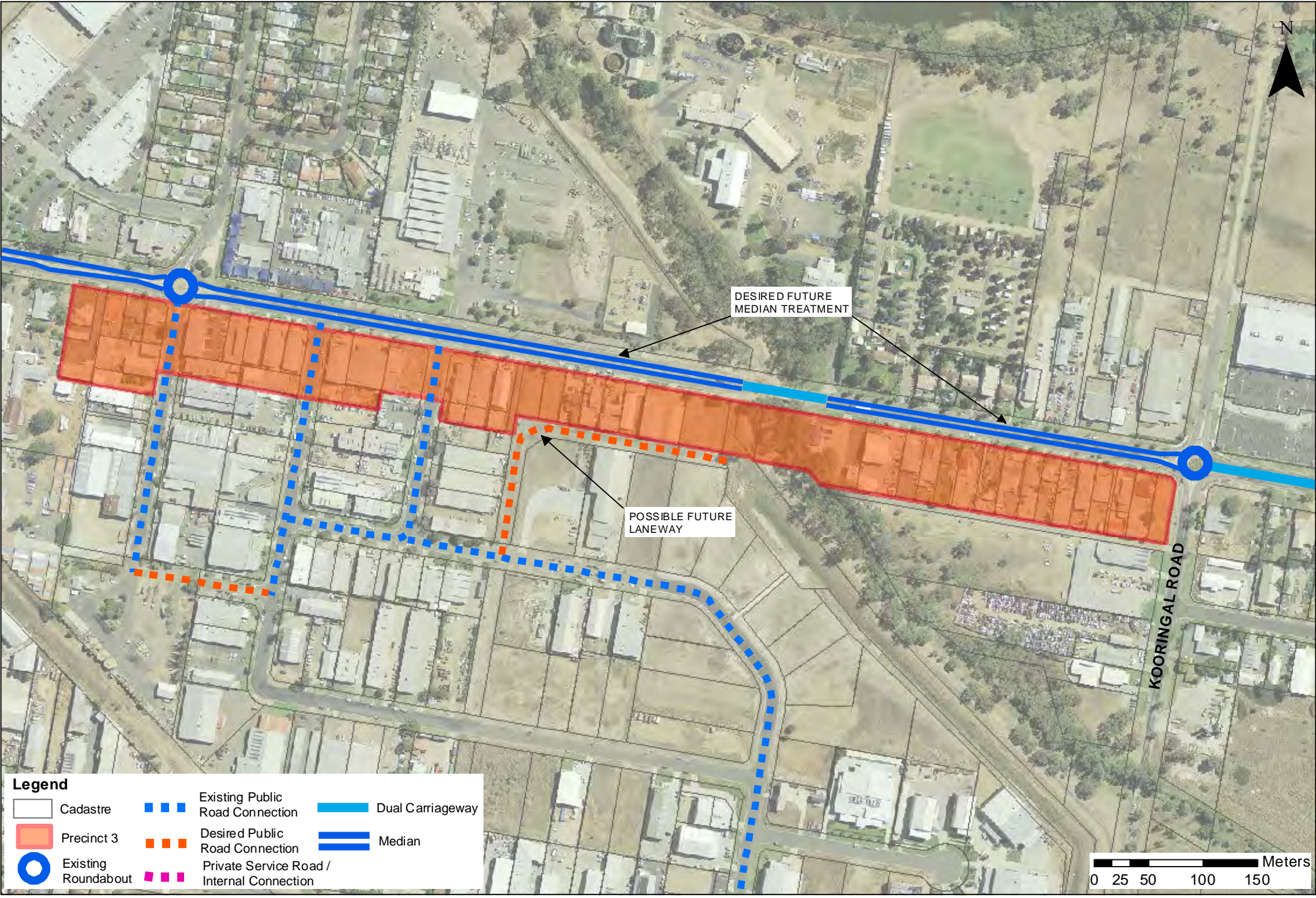
- C17 A stormwater management plan is to be developed as part of any development application having regard to managing overland flow across and off the site. It must consider the full development potential of the site and existing stormwater infrastructure on the site as well as broader catchment area. The stormwater management plan shall indicate an appropriate discharge point(s) that will not adversely affect the surrounding properties and surrounding road infrastructure. The stormwater plan is to be prepared in accordance with Council's Engineering Guidelines.





Legend

| | | | |
|------------|-------------------------|--|------------------|
| Cadastre | Existing Roundabout | Private Service Road / Internal Connection | Dual Carriageway |
| Precinct 2 | Existing Traffic Lights | Existing Public Road Connection | Median |
| | | Vegetation Buffer | |



Legend

- | | | |
|--|--|--|
|  Cadastre |  Existing Public Road Connection |  Dual Carriageway |
|  Precinct 3 |  Desired Public Road Connection |  Median |
|  Existing Roundabout |  Private Service Road / Internal Connection | |

