


SOUTHERN HIGHLANDS

Final Master Plan

INNOVATION PARK

Cover image:
Moss Vale from
above (Kramer
Photography)

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We pay our respect to Elders both past,
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Executive Summary

Project introduction

The Southern Highlands Innovation Park (SHIP), located within the Wingecarribee Shire, was formerly known as the Moss Vale Enterprise Corridor and has been identified as an employment precinct for the last 30 years. Over that time a few key industries have located in the SHIP, including Boral Cement Works, Inghams Feedmill, Southern Rural Livestock Exchange and the Resource Recovery Centre, as well as a range of smaller businesses. However, the area largely remains unchanged.

Recent Council-led investigations into the future of the SHIP included an initial Phase 1 Draft Master Plan developed by E8Urban and Eton Consulting in 2021. In 2023, Architectus was engaged to further develop this work and prepare a vision and master plan for the SHIP that may help guide future built form and landscape outcomes. This study was supported by strategic and land use advice from SGS Planning and Economics, and a Governance Strategy by Astrolabe Group that provides a framework for implementation.

The Draft Master Plan and Draft Governance Strategy was placed on public exhibition in September to October 2024 to gather community and stakeholder feedback. Landowners, government and business stakeholders and the local community have been consulted through the process.

This Final Master Plan report represents an update to the master plan which responds to community and stakeholder feedback following the public exhibition. This will inform future precinct rezoning and preparation of an updated Development Control Plan that will guide future development, and ensure high quality outcomes are achieved for the SHIP.

Vision

Distinctly Southern Highlands – Where innovation meets the green in between. The SHIP is not your typical industrial park.

The SHIP will have a truly unique identity that celebrates the unique attributes and setting of the Southern Highlands.

Under the umbrella of innovation, the SHIP will target three focus sectors that reflect Wingecarribee's economic strengths and opportunities: Agribusiness and agri-innovation, Resources, and Manufacturing, with a long term aim to attract research and development, and advanced manufacturing with the same focus.

The master plan for the SHIP supports a range of employment uses while celebrating the unique landscape character and identity of the Southern Highlands. Key features of the master plan are shown on the following page.

Summary of submissions

Key concerns raised from the submissions received during the public exhibition include:

Built form and landscape buffers

- Commercial viability of future development given increased landscape setbacks, reduced building footprints and heights, compared to the Moss Vale Enterprise Corridor DCP.

Land use and precincts

- Flexibility in land use and precincts.
- Questioned the demand for agriculture and agribusiness uses within the SHIP.

Housing

- Need for housing (including affordable and key worker housing) to support the employment uses in the SHIP and whether that can be provided within the SHIP.

Site boundary

- Expansion of the site boundary to include future investigation areas for new employment and mixed uses.

Infrastructure

- Clarity on infrastructure provision, staging, costing and funding sources.

Views

- Clarity on scenic protection controls.

Environment and sustainability

- Need for consideration of noise, odour, air and light pollution, as well as potential to restore riparian corridors and maintain water quality.

A detailed summary and response to submissions are provided in the Final Engagement Outcomes Report.

Key changes to the master plan

The overarching vision and objectives of the master plan are reinforced within this report. The proposed retention of existing employment zones, and re-zoning to E3 Productivity Support of the southeastern portion of the precinct remains unchanged. However, greater clarity around built form and landscape controls has been provided in this report to address key concerns raised in the submissions.






Key changes to the built form and landscape controls include:

- Simplification of built form and landscape controls to achieve greater balance between development and landscape outcomes. A summary of changes are as follows:
 - 40% building footprint
 - 40% landscape/open space across the entire lot
 - Reduced building setbacks and landscape buffers
 - Indicative FSR 1:1 in E4/E5 zones and 1.3:1 in E3 zones.
- Height approach that balances development potential with the preservation of landscape character and views of the ridgeline. This includes:
 - Maximum 15m (3-4 storeys) in the E3 zone
 - Maximum 12m (2-3 storeys) in the E4 and E5 zone up to RL690
 - 8m (2 storeys) above RL 690
 - 5m (1 storey) on the ridgeline (above RL700)

See 4.4 Landscape, 4.5 Development and Built Form Strategy and 4.6 Views and Vistas for further detail.

Master Plan

- 1 Employment opportunities within the SHIP build on existing industry anchors and economic strengths of the area in agriculture and agribusiness, construction and resources, research and advanced manufacturing.
- 2 A vibrant activity node / creative hub located close to Moss Vale attracts the community to the precinct.
- 3 Landscape buffers preserve the green-in-between and reinforces the landscape character of the area.
- 4 Landscape views and vistas, framed by the undulating hills are celebrated and retained.
- 5 4 character precincts that support a range of new and innovative uses and activities.
- 6 Upgraded existing and new infrastructure improves access and movement through the SHIP.
- 7 Three diverse gateways define the entry points into the precinct.
- 8 Higher impact employment uses focused around the existing Boral Cement Works with generous vegetation buffers.

Legend	
	Southern Highlands Innovation Park boundary
	Existing key anchors
	Railway line
	Private railway line
	Existing key roads within the SHIP
	Planned road infrastructure
	Building setbacks/landscape buffers/riparian buffers
	Key entry points/gateways into the precinct
	Elevated topography-Contours ≥RL690
	Creek lines
	Indicative building footprint
	E3 Productivity Support
	E4 General Industrial
	E5 Heavy Industrial
	SP1 Special Activities Cemetery (Moss Vale General Cemetery)
	RE1 Public Recreation
	RE2 Private Recreation
	C2 Environmental Conservation
	C3 Environmental Management / C4 Environmental Living
	RU2 Rural Landscape

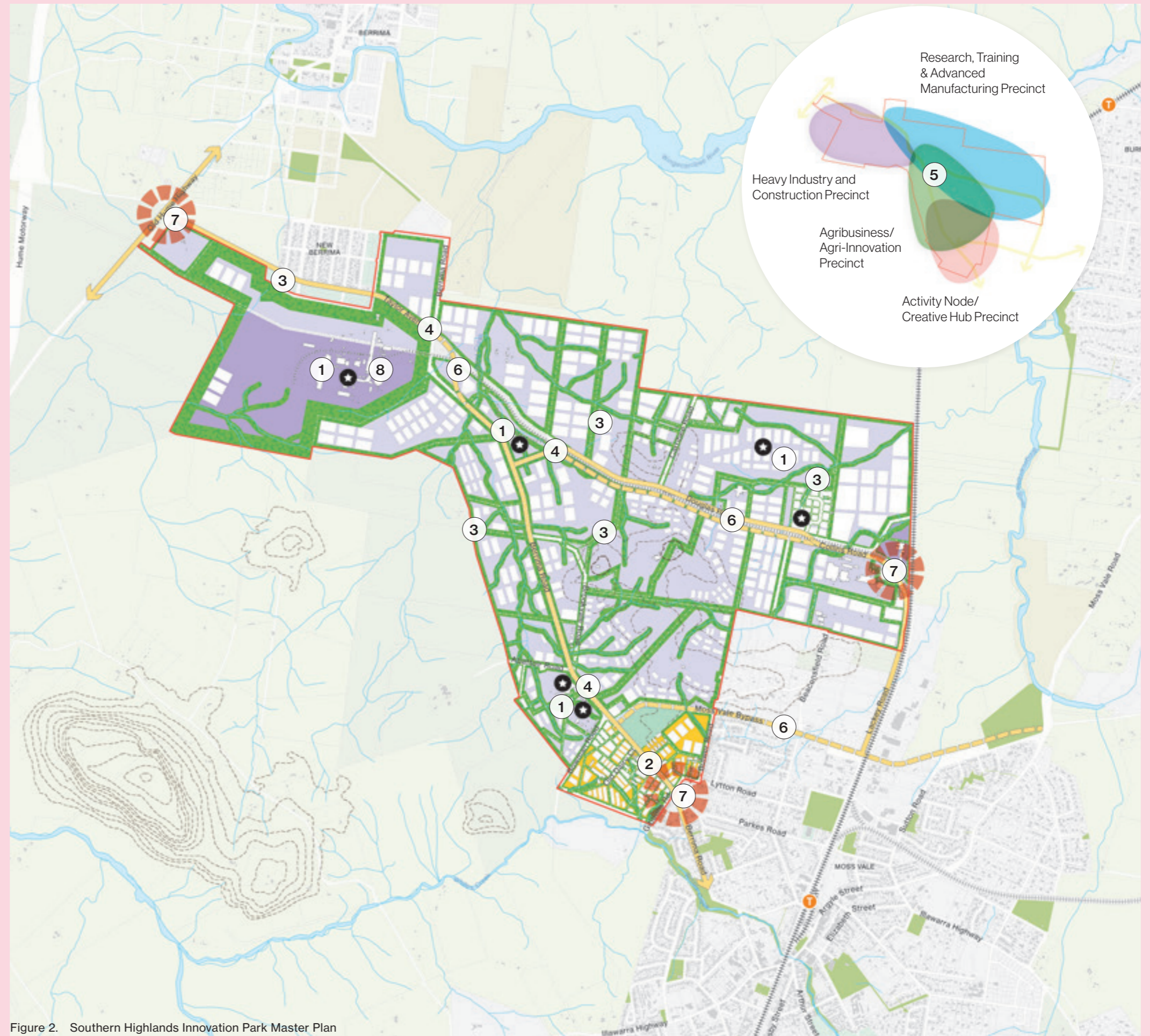


Figure 2. Southern Highlands Innovation Park Master Plan

Three wavy white lines of varying heights and curves, resembling stylized waves or a topographical map, positioned above the main text.

INTRODUCTION AND CONTEXT

1.1 Project Background and Purpose

Architectus have been engaged by Wingecarribee Shire Council to develop a vision and master plan for the Southern Highlands Innovation Park (SHIP). This Urban Design report has been prepared along with a Governance Strategy by Astrolabe Group and strategic and land use positioning advice by SGS Planning and Economics, to build a robust and compelling governance, planning and design framework for the SHIP that may encourage new development opportunities within the precinct.

The master plan has been developed through close collaboration with Wingecarribee Shire Council and the consultant team, as well as engagement with a range of stakeholders and community.

Project background

The Southern Highlands Innovation Park (formerly known as the Moss Vale Enterprise Corridor) was initially identified as an employment precinct in the 1989 Wingecarribee Local Environmental Plan (LEP). Since then, Council prepared a Development Control Plan in 2008, and designated the area as an industrial zone in the Wingecarribee LEP 2010. A Development Contributions Plan was prepared in 2013 to support the delivery of key traffic and transport infrastructure that may support development within the SHIP. Despite this, the area currently remains largely unchanged.

A Phase 1 Draft Structure Plan for the area was developed by E8Urban and Eton Consulting in 2021, which identified a significant opportunity for the precinct due to:

- The rarity of such large landholdings compared to other locations, e.g. Sydney;
- the proximity to highway and transport, e.g. freight rail;
- the attractive lifestyle and surrounds;
- the ability to tap into existing local networks; and
- the positioning of SHIP around 'innovation'.

This Urban Design study builds on the Phase 1 structure plan to set a master plan with a clear strategic vision that guides future land use, urban structure, built form and infrastructure. A Draft Master Plan report was placed on public exhibition in September-October 2024. This Final Master Plan report represents an update to the master plan which incorporates feedback from community and stakeholders. This will inform future precinct rezoning and preparation of an updated Development Control Plan that will guide future development, and ensure high quality outcomes are achieved for the SHIP.

Structure of this report

The report is structured as follows:

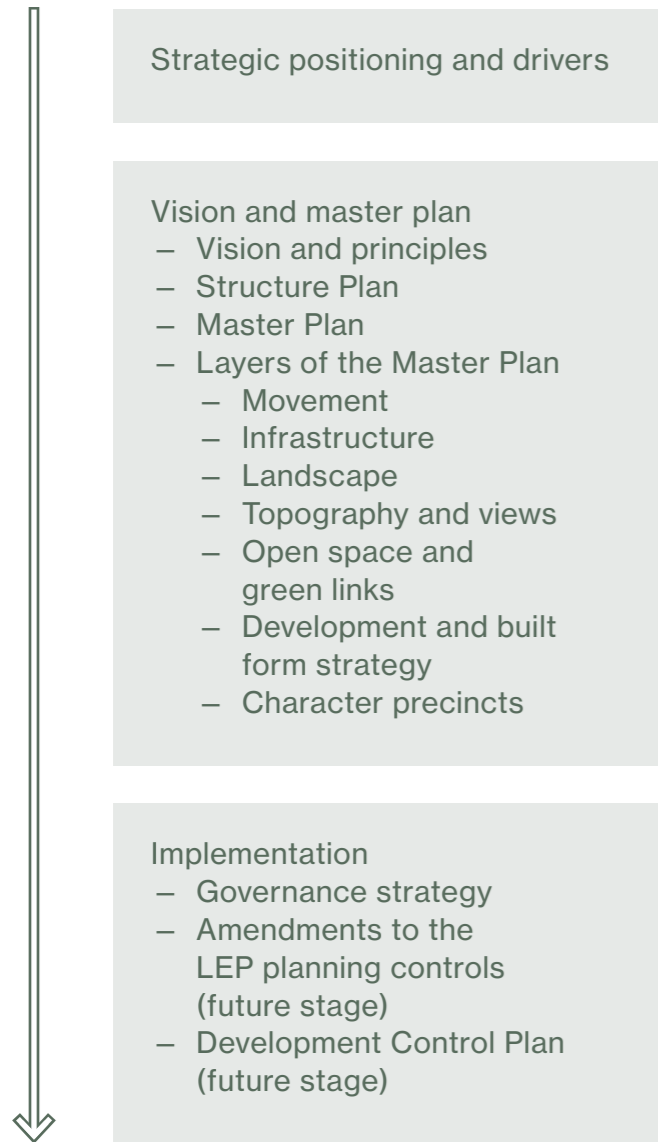
1. Introduction and context - This chapter sets the scene for the project, including establishing the strategic drivers and role of the SHIP. This chapter also summarises the strategic positioning advice prepared by SGS and feedback from early community consultation.
2. Analysis - This chapter investigates the local and site context including character, topography and environment, landownership, and infrastructure to inform constraints and opportunities for the SHIP.
3. Vision and principles - This chapter outlines the overarching vision and design approach for the SHIP, including key design moves and land uses principles that form the structure plan.
4. Master Plan- This chapter further details strategies for movement, infrastructure, environment, landscape, views and vistas, development and built form, and describes the desired future character areas.
5. Implementation - This chapter identifies recommended amendments to the planning controls including land use zoning, as well as next steps towards the realisation of the SHIP.

Timeline

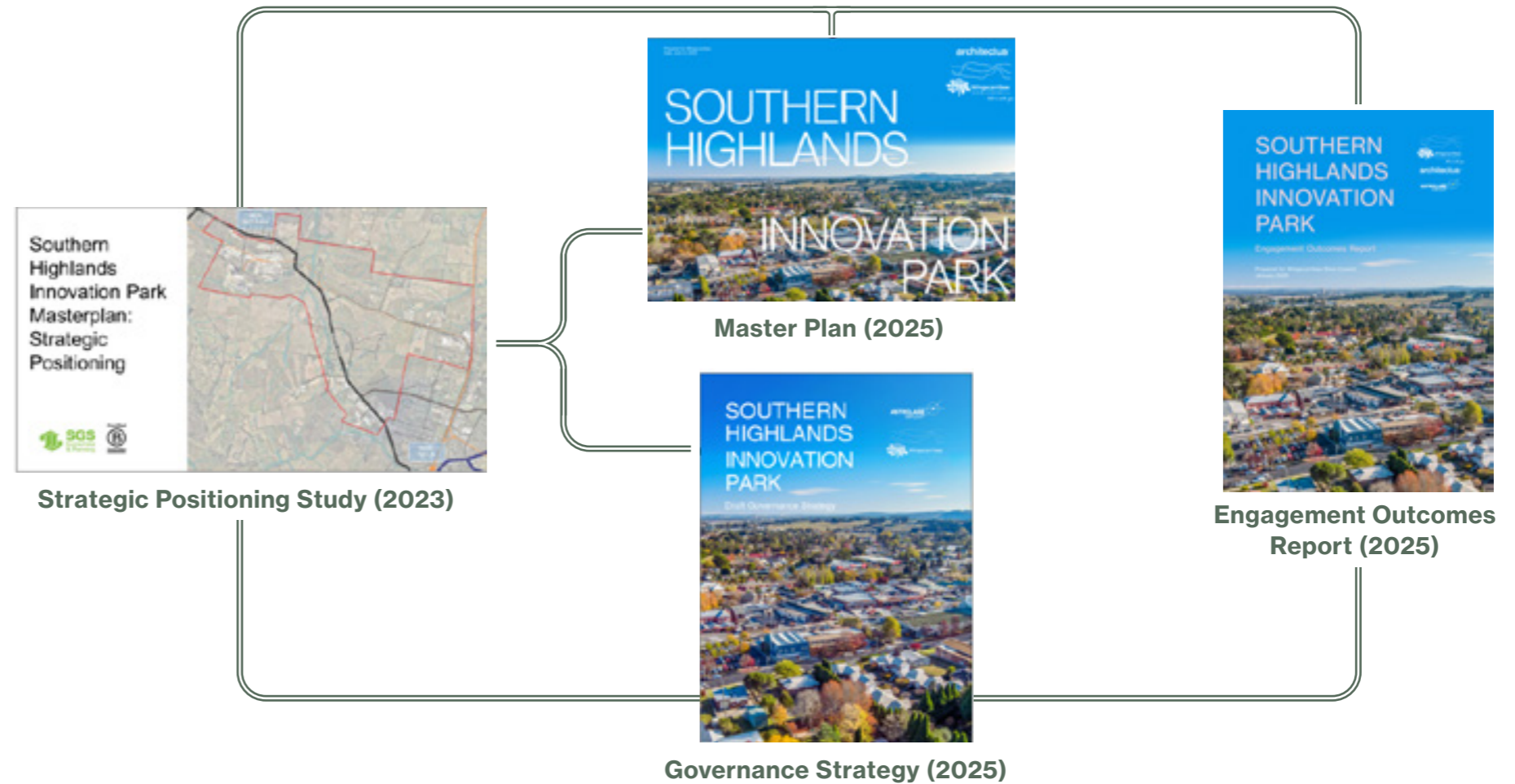


Project Background and Purpose

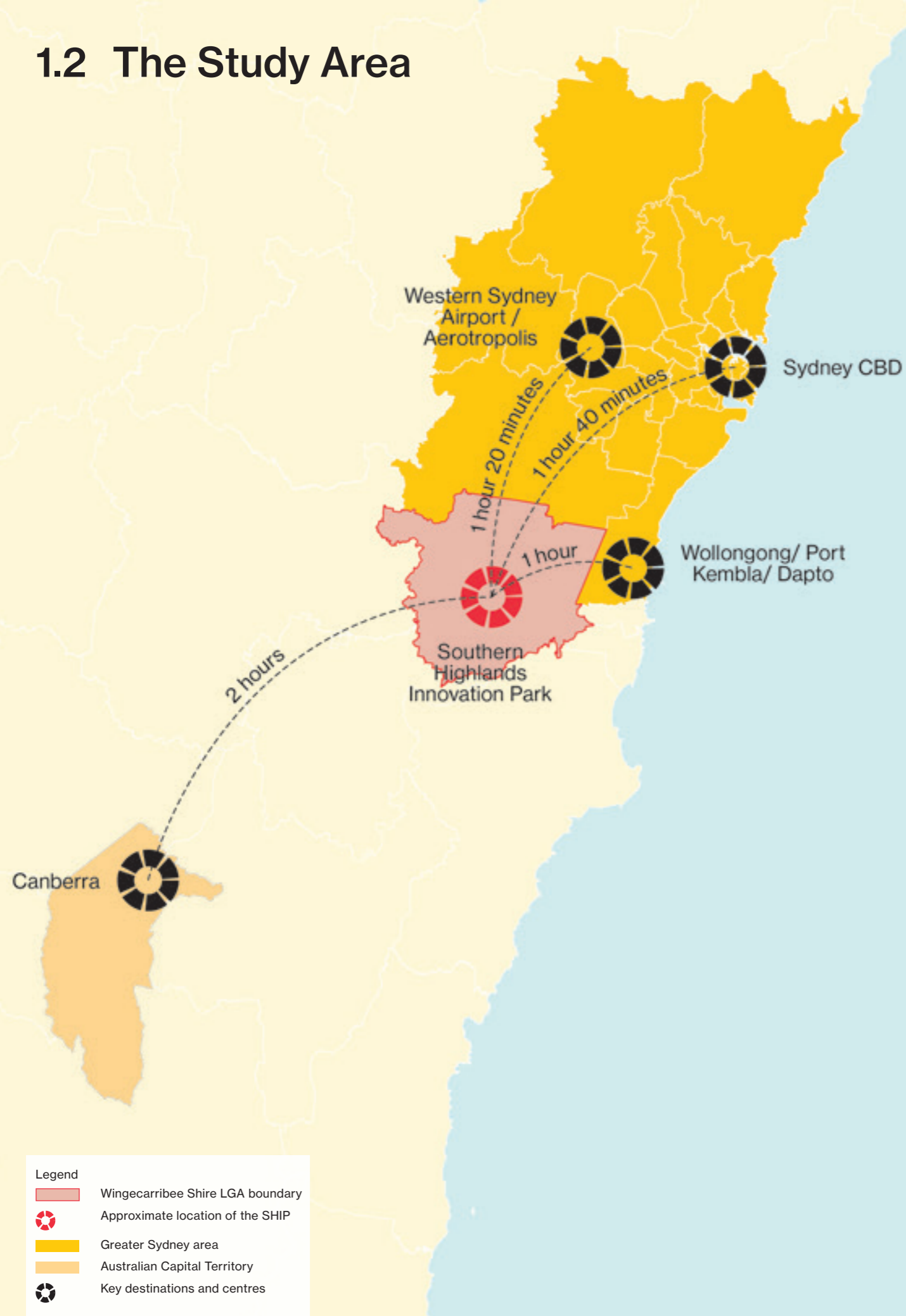
How to read the master plan



Framework of documents that support the master plan



1.2 The Study Area



The Southern Highlands Innovation Park (SHIP) is a regionally significant employment precinct comprising over 1000 hectares of industrial-zoned land stretching between Moss Vale and New Berrima in the Wingecarribee Shire. The precinct is strategically located on key regional road and rail corridors, approximately 1-1.5 hours to Greater Sydney, 2 hours to Canberra, and 1 hour to Wollongong/Port Kembla/Dapto.

The area is primarily rural in character, typified by gentle hills and long undulating roads with vast views to landscape. This, along with a

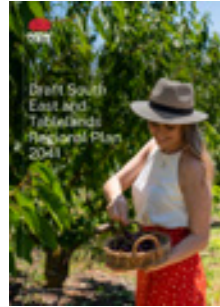
network of vibrant and aesthetic towns and villages makes the Southern Highlands a unique place to live, work and visit.

The SHIP currently consists of a diverse range of businesses relating to construction, manufacturing, agriculture and resource and waste management. The SHIP is immediately accessible to Moss Vale to the southeast, which along with Bowral and Mittagong are key centres for the region which provides housing, jobs, services and amenities to support the community.



Figure 3. Southern Highlands Innovation Park - the Study Area

1.3 Strategic Context



Draft South East and Tablelands Regional Plan 2041

The draft South East and Tablelands Regional Plan 2041 (Regional Plan) was prepared to provide a land use planning framework for the region. The Regional Plan seeks to balance the area's rich environmental and cultural assets with potential for new employment and residential development to ensure sustainable growth into the future.

The Regional Plan identifies a number of strategic centres across the region of which Moss Vale is one. It forms a strategic cluster with Bowral and Mittagong, which provides necessary services, housing and jobs, and which is supported by a diverse economy ranging from agriculture, construction, manufacturing, to tourism, health and education within and around the area.

The Southern Highlands Innovation Park is a key precinct located immediately adjacent to Moss Vale and will be a strong base for economic development given its proximity to Sydney (particularly the growth in Western Sydney), Canberra and Wollongong. The Regional Plan identifies opportunities to further diversify the local economy by unlocking the potential of the SHIP supported by improved housing choice and affordability in nearby towns.

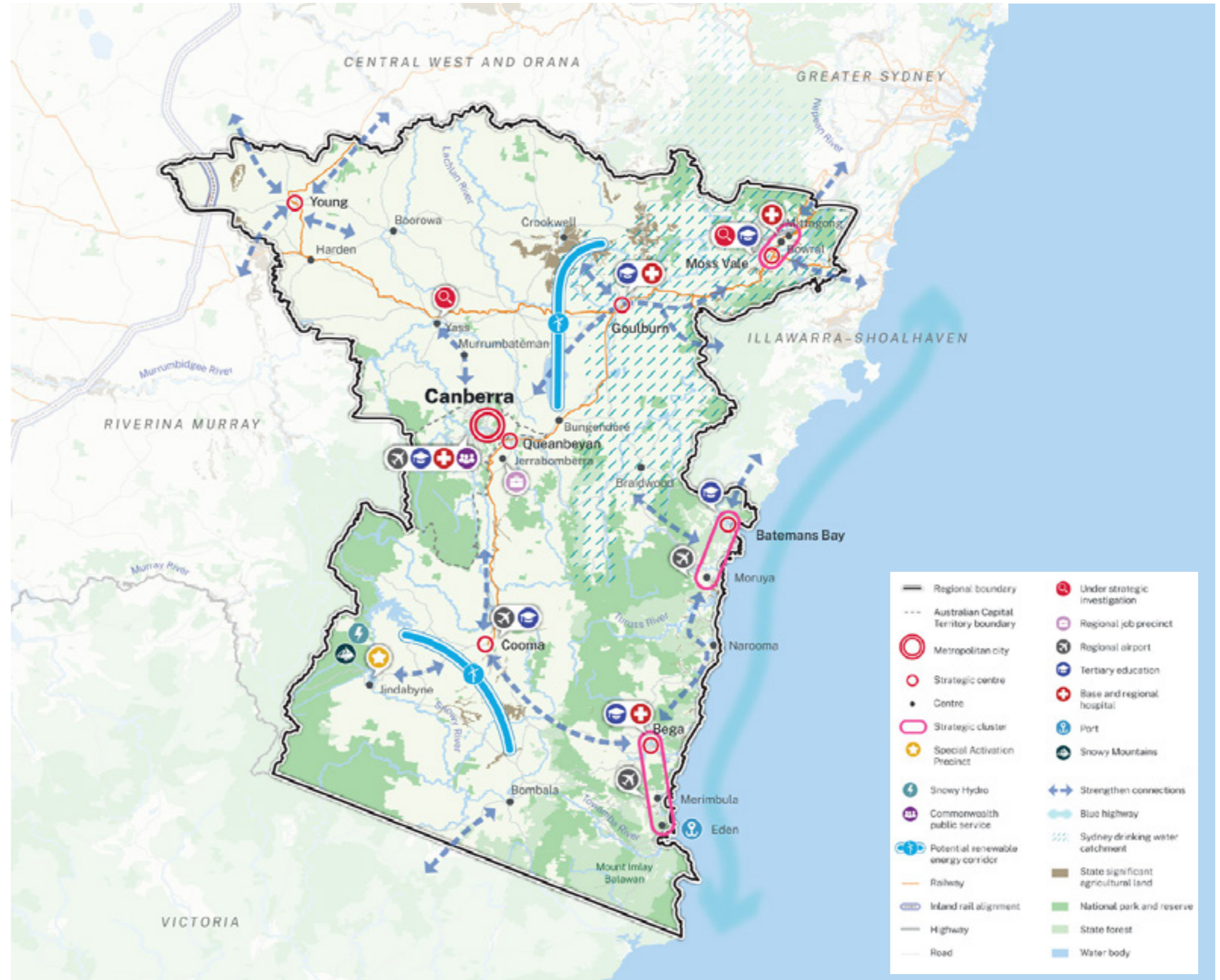


Figure 4. Overview of South East and Tablelands (Draft South East and Tablelands Regional Plan 2041, NSW Government)

Strategic Context



Wingecarribee 2040 Local Strategic Planning Statement (Wingecarribee Shire Council)

The Wingecarribee Local Strategic Planning Statement (LSPS), prepared by Wingecarribee Shire Council, builds on the objectives of the Regional Plan and sets out a 20-year vision and planning framework that addresses the economic, housing and social and environmental needs of the community.

The plan identifies the importance of protecting and celebrating the unique characteristics and assets of the Shire, which includes 53.29% of rural land, 43.68% of protected forests and just 3.03% of urban area, while understanding the need for economic growth over time. This includes the potential of rural areas, such as the Southern Highlands Innovation Park (referred to as the Moss Vale Enterprise Corridor in the LSPS), which is currently zoned for industrial purposes and largely rural in character. The LSPS supports growth within the SHIP, through suitable sectors such as the agribusiness and equine industries that may also be compatible with the environmental and aesthetic objectives of the region.

The plan also identifies the need for collaboration with State and Federal Government to enable major infrastructure that can unlock the development potential of the SHIP, which can in turn attract new business and industries into the area.

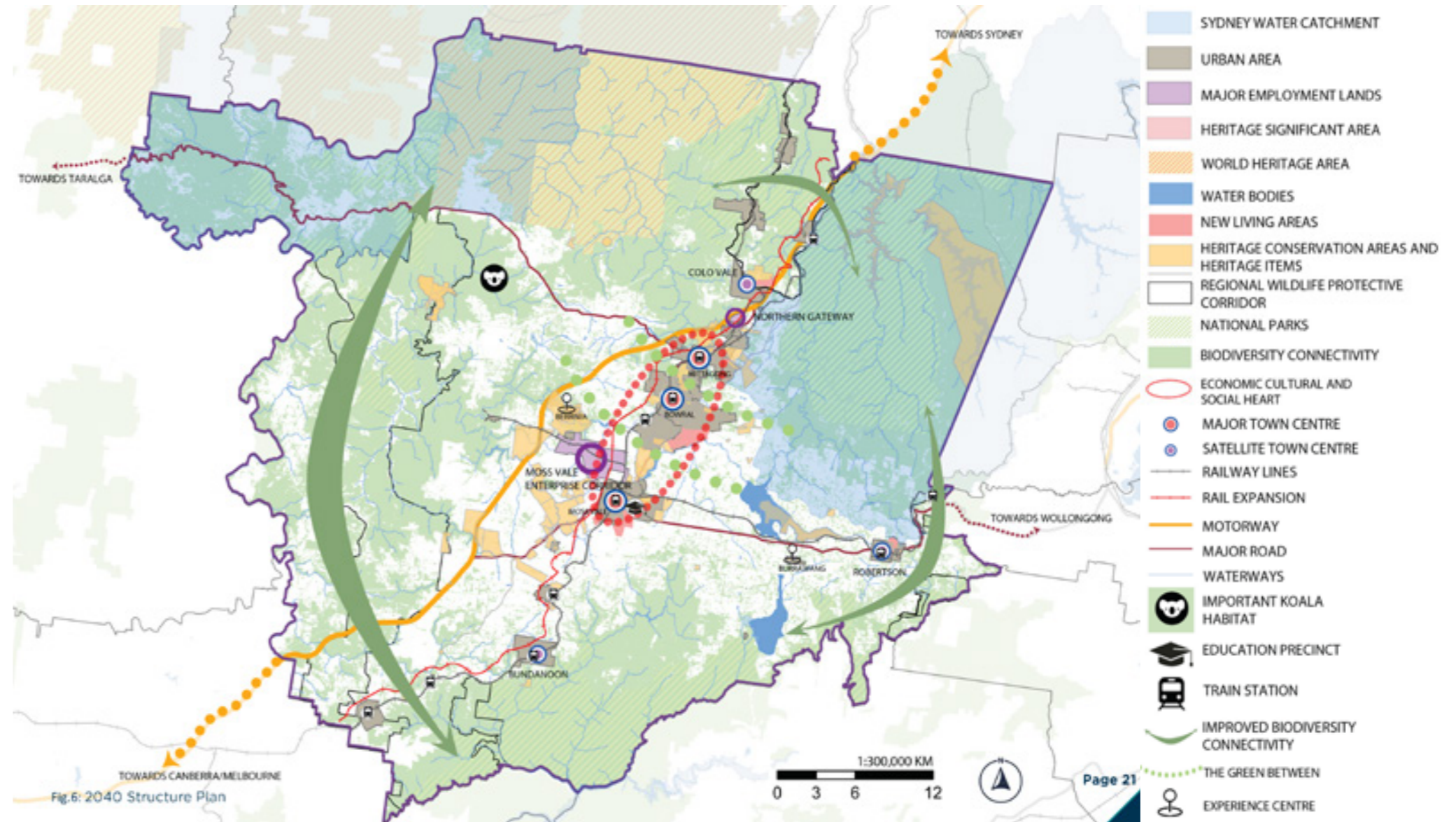


Figure 5. Structure Plan (Wingecarribee 2040 Local Strategic Planning Statement, Wingecarribee Shire Council)

Strategic Context



Southern Highlands Destination Strategy 2020-2030 (Wingecarribee Shire Council)

The Southern Highlands Destination Strategy 2020-2030 (the strategy) was prepared by Wingecarribee Shire Council to develop an integrated destination strategy, combining the region's tourism and economic strengths, to plan for sustainable growth into the future.

Capitalising on the region's competitive advantages, including its strategic location, pristine natural environment, unique character-rich towns and villages, local lifestyle and amenity, the plan identifies opportunities to build on new and emerging sectors to diversify the local economy.

The strategy identifies 4 goals for the region, which can also be considered as guiding objectives for the planning of the SHIP (commentary provided in italics):

- People - We will attract new jobs/residents and ensure we have the required local training
For the SHIP to thrive, it will need to be an attractive option for new business, workers and residents both within and outside of the region. The provision of education and training locally in relevant sectors can also cultivate knowledge and skills that may retain talent for the local workforce, particularly young people, within the region. The strategy highlights that this will be key in rebalancing

the demographics of the LGA and ensuring that the area will continue to evolve and thrive into the future.

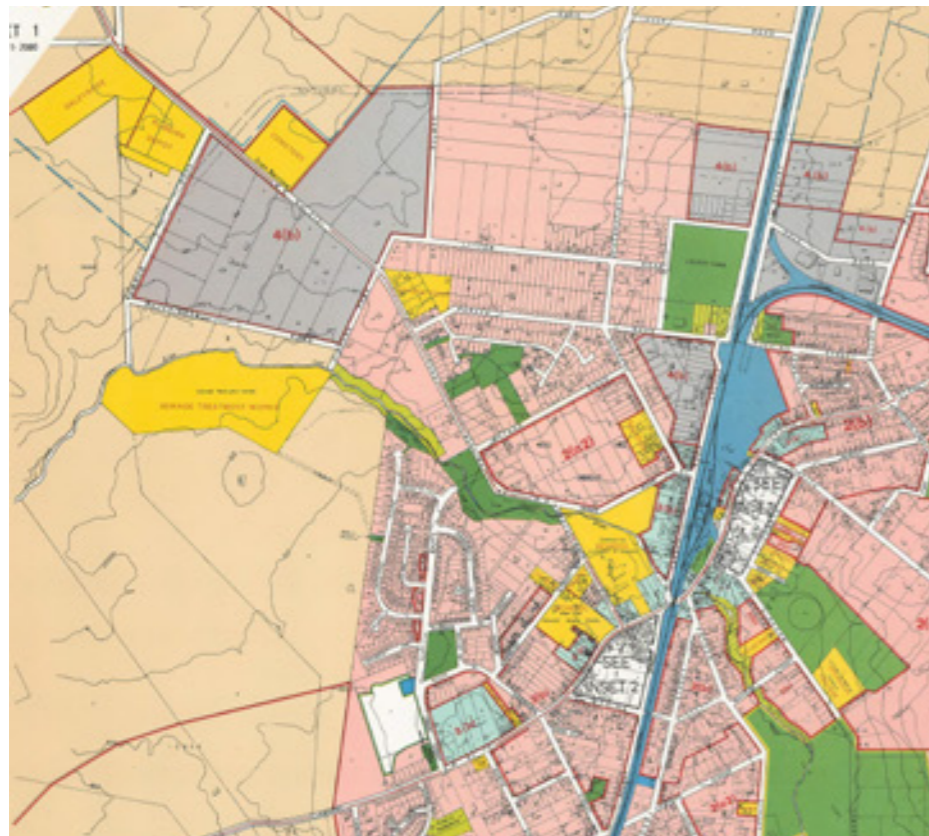
- Place - We will enable our towns and villages to strengthen as vibrant and active places respecting heritage
Employment areas are often supported by vibrant centres that offer a variety of local services and amenities, along with diverse housing. The SHIP can benefit from its proximity to nearby towns and villages including Moss Vale, Bowral, Mittagong and Berrima, which all have great local character. The region generally is well-known for its tourism, being an attractive place to visit and explore for locals and out-of-towners.
- Prosperity - We will focus on key industries that can add jobs and value to our economy.
The SHIP can build on its economic strengths while encouraging emerging sectors to flourish into the future. Key industries include agriculture and agribusiness, construction, manufacturing and resource management.
- We will work with industry partners and all tiers of government to deliver our new future.
A robust governance strategy will be needed along with ongoing consultation and collaboration with various government agencies, stakeholders and the community, to deliver the plan for the SHIP.



Figure 6. Strategic Location (Southern Highlands Destination Strategy 2020-2030, Wingecarribee Shire Council)

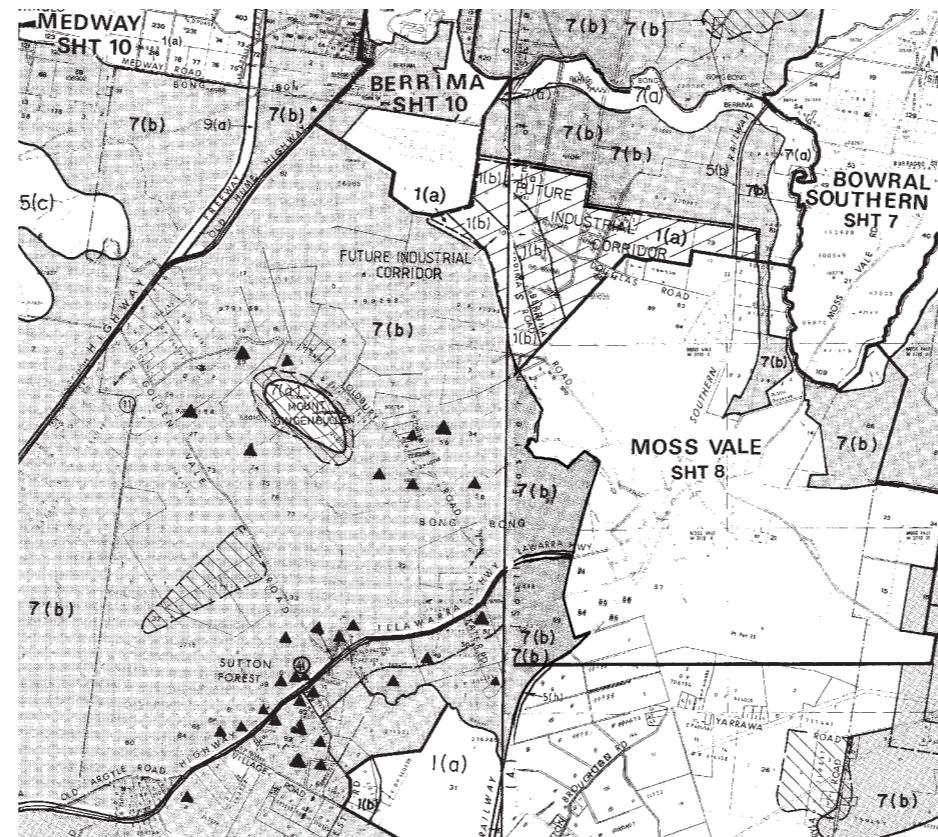
1.4 Zoning History of the SHIP

Did you know? This land has been zoned employment use for over 40 years.



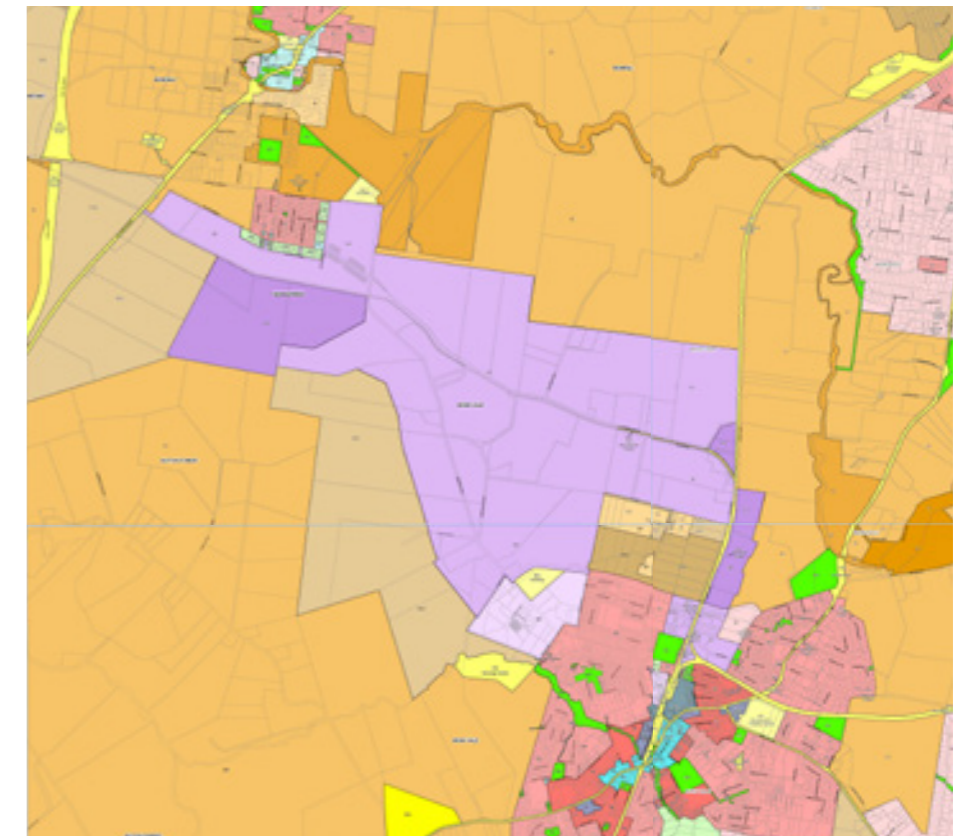
Interim Development Control Map 1979

A portion of the precinct at the southwest closest to Moss Vale was initially identified as 'Light industrial' in the 1979 Interim Development Control Plan.



Local Environmental Plan 1989

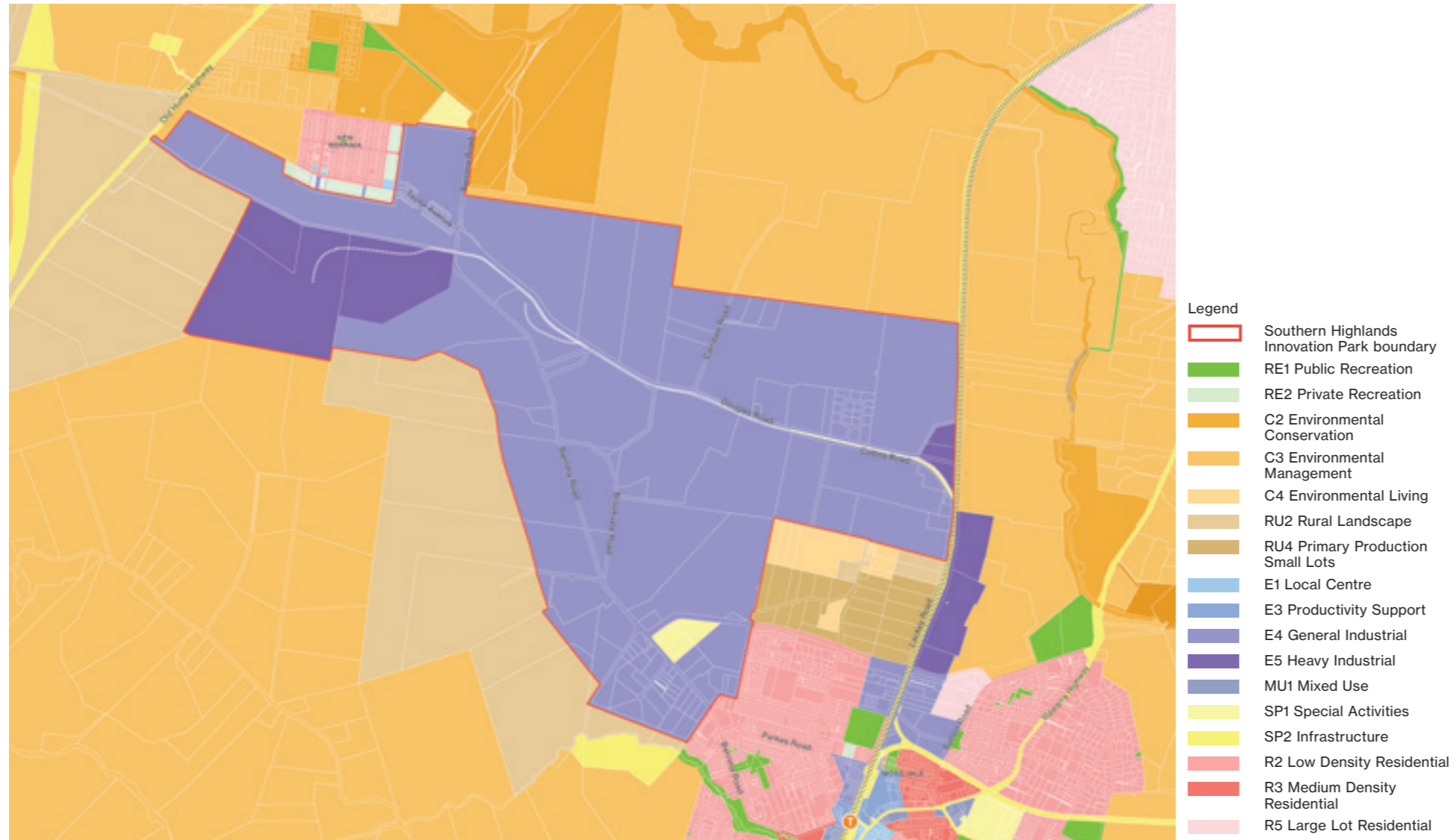
The SHIP was identified as a 'Future Industrial Corridor' and employment precinct in 1989.



Local Environmental Plan 2010

The area was designated an industrial zone in the LEP. The Moss Vale Enterprise Corridor Development Control Plan 2008 was established with development controls to support the sustainable growth of the area for employment uses while preserving the environmental and cultural values of the site and its surrounds.

Zoning History of the SHIP



This master plan process will re-look at the employment zones within the precinct and provide recommendations for change, if any, to reflect the broader vision for the SHIP.

Local Environmental Plan - new zoning categories (2024)

To reflect the change in employment zone naming, the SHIP area largely consists of E4 General Industrial and E5 Heavy Industrial, as well as some SP1 Special Activities - Cemetery and SP2 Infrastructure - Rail Infrastructure.

1.5 Southern Highlands Innovation Park Draft Structure Plan

A Draft Structure Plan for the Southern Highlands Innovation Park was prepared by E8urban and Elton Consulting (2021) to explore a vision, master plan and opportunities for the SHIP. It included recommended actions for further investigation that encompassed a governance strategy, implementation and marketing, engagement with various government agencies, landowners and community, a plan for the delivery of infrastructure including traffic, transport, power, water, and further development of the vision and master plan.

The key features of the draft structure plan (shown adjacent) include:

- Major arrival points, from Berrima in the west, and Moss Vale in the east via a new road connecting Moss Vale Road/Argyle Street with Collins Road/Douglas Road. A secondary gateway connects the precinct with the heart of Moss Vale.
- An activity node at the centre of the precinct that may provide opportunities for local housing.
- A new innovation and business park near the eastern gateway.
- Heavy industrial uses to the east of the precinct with opportunities to implement more sustainable resource and waste processes.
- Education uses, retail and light industrial along Berrima Road where it interfaces with Moss Vale.
- Preservation and enhancement of key landscape and open space features including at the high point between Berrima Road and Douglas Road, and the low point around the new activity node.

Analysis of the master plan

- The activity node that includes housing located at the centre of the precinct may not be the right location due to:
 - Conflict with environmental constraints such as riparian corridors, flooding and vegetation.
 - Isolated location away from other local services and amenities, and currently does not have good access and connections.
- Proposed location of education uses is well suited given its proximity and accessibility to Moss Vale.
- Focus of high impact industry to the west aligns with land uses currently in that area i.e. Berrima Cement Works, and will enable separation between more noxious industries and low impact industries.
- Preservation of the high point as a landscape feature is supported.
- Some of the uses identified such as housing and a business park may be too 'urban' for this context and create land use conflicts.

Preliminary opportunities

- Locate activity node closer to Moss Vale. The southern end of Berrima Road already has smaller lot sizes and a mix of smaller business that can evolve over time into a vibrant activity and creative hub. This can create an attractor for the SHIP.
- Consider existing landowners and industries, and compatible uses to spatially understand and place sub-precincts and land uses in the right locations.
- Understand the environmental constraints of the site including areas of significant landscape, high points, riparian corridors, flooding, views and vistas.

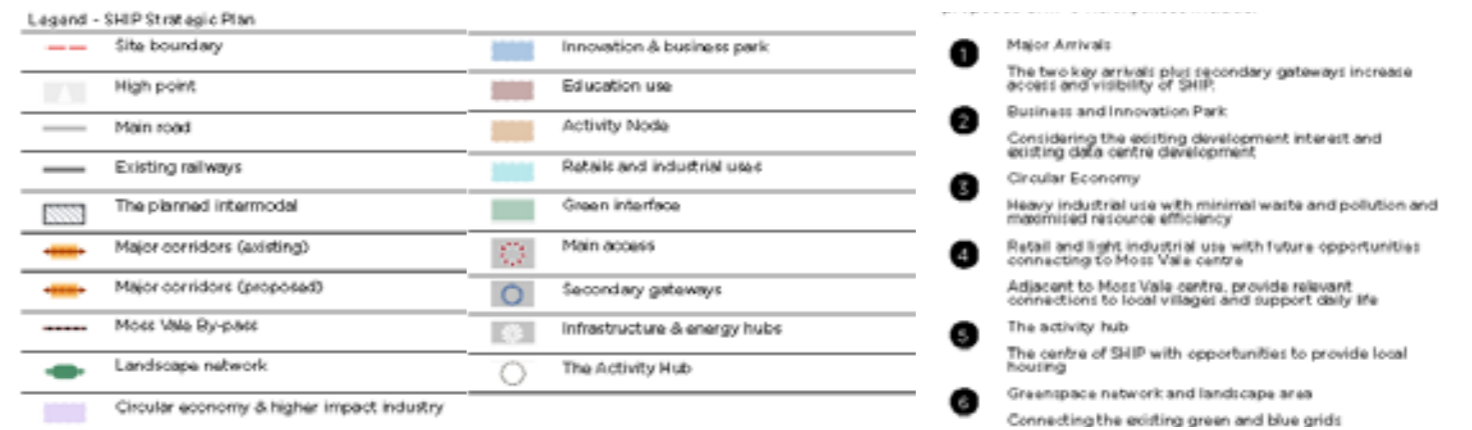
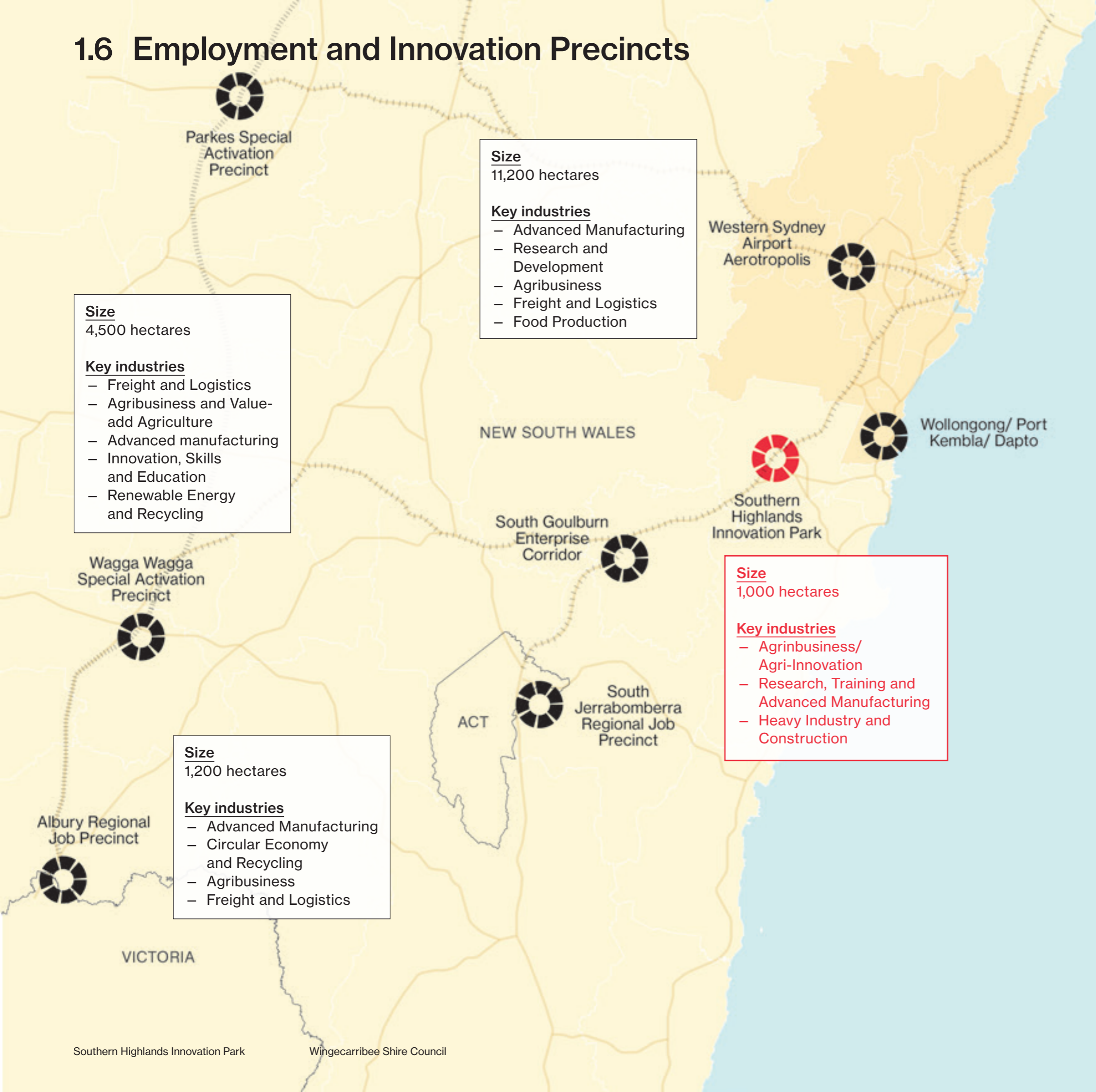


Figure 7. Ship Draft Structure Plan (Southern Highlands Innovation Park Report, Wingecarribee Shire Council 2021)

1.6 Employment and Innovation Precincts



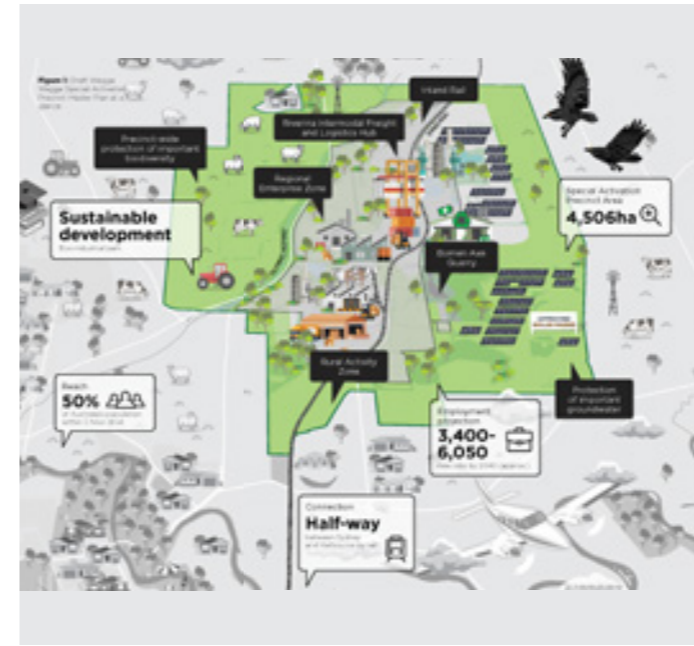
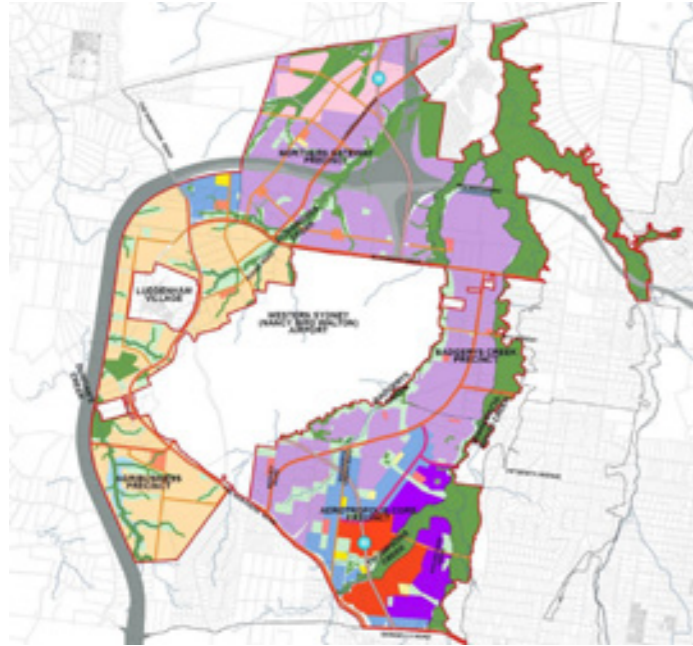
Existing and emerging network of employment and innovation precincts

The SHIP is located within a context of existing and emerging employment, innovation and activation precincts across NSW. Each precinct has their unique local characteristics, strategic objectives and land use offerings which support a range of industries that bolster the economic activity of the state.

The following pages explore key precincts in order to understand the role and potential of the SHIP within this broader network.

There is much to be learned from interrogating these precedents to understand the needs and foundations of an innovation precinct.

Employment and Innovation Precincts



Western Sydney Aerotropolis

The Western Sydney Aerotropolis will become a thriving economic centre in Western Sydney, providing a diverse range of industries spanning manufacturing, healthcare, freight and logistics, agribusiness, education and research, aerospace and defence, complimented by diverse housing opportunities and a vibrant town centre.

Key features

- Unlocks new land around a future airport, and provides new employment and residential uses within the Western Sydney.
- Sub-precincts situated around the Western Sydney Airport, located due to accessibility, environmental, character, and airport considerations.
- Environmental considerations including areas of conservation, open space and tree canopy.
- Local and interstate connectivity through new transport infrastructure.

Albury Regional Job Precinct

The Albury Regional Job Precinct will be a resilient industrial hub for the future focusing on highly sustainable production and circular economies. The Precinct will be defined by its unique landscape and terrain, strategic location and linkages to materials and markets within the region and interstate, making the precinct a highly desirable location for businesses.

Key features

- A range of complementing industries that build on the expanded NEXUS Industrial Precinct.
- Heavy industrial uses focused where there are already established industrial uses.
- Conservation areas along riparian corridors.
- New road infrastructure, zone substations, and waste water treatment plant.
- General industrial and productivity support zones to protect future urban growth areas and provide a precinct with varied uses and character.

Wagga Wagga Special Activation Precinct

Wagga Wagga has been identified as a Special Activation Precinct (SAP) to plan and deliver industrial and commercial infrastructure that may attract and grow business and employment opportunities, and stimulate the regional economy. The Wagga Wagga SAP will be a sustainable hub of high value production and manufacturing supporting advanced industries and businesses.

Key features

- Compact industrial core that reduces impact on the landscape and conflicts with residential uses. It includes:
 - A 1,335ha Enterprise Zone - industrial and employment uses.
 - A 3,170ha Rural Activity Zone - buffer between industry and residential uses.
- A rural landscape buffer around the industrial core, that preserves habitat and riparian corridors.
- Expanded rail infrastructure and the Riverina Intermodal Freight and Logistics Hub (RIFL) along the main regional road and rail corridor.

Key takeaways

- Needs accessibility to road and rail to enable the transportation of materials and goods, but also to develop relationships with complementing and supporting industries across the region.
- The ability to provide serviced land that is readily available will be more attractive to prospective businesses.
- Needs good connections to surrounding centres that provides diverse range or housing, services and amenities and recreational opportunities.
- Employment and industrial precincts function well in clusters to attract like-minded business and create an ecosystem for skill development and knowledge sharing.
- Given these precincts are often located in rural areas, the environmental impacts should be minimised where possible:
 - Protect areas with high environmental value and prioritise new development in areas with fewer environmental constraints.
 - Provide buffers between industry and surrounding landscape to minimise environmental impact.
 - Utilise landscape and planting as a way to create visual buffers to built form.
- Separate high impact industrial uses from low impact industrial uses, more 'public' facing uses and any residential uses.

1.7 Strategic Positioning

Southern Highlands Innovation Precinct: Strategic Positioning study

A strategic positioning study was undertaken by SGS Economics and Planning to provide an understanding of industrial land use demand, what type of industries are existing, what anchor assets could underpin expanded operations, and what market dynamics may attract new or expanded operations specifically for the SHIP and wider Wingecarribee. This positioning report further provides a base from which to develop a Master Plan response.

The baseline

Due to proximity and scale of industrial land, the report identifies Western Sydney as the SHIP's main competitor which forms a baseline for comparator analysis. An appreciation of the Western Sydney supply provides a context for the SHIP to potentially capitalise on any supply gaps.

Key findings include:

- Metropolitan Sydney has a very limited supply of available land that is serviced and undeveloped, only 4%.
- Anecdotal evidence indicates Western Sydney is beginning to lose out to interstate markets due to lack of serviced land and high land prices.

The opportunity

With the lack of available zoned and serviced employment land in Western Sydney, there is opportunity for Wingecarribee to position itself as an alternative to Western Sydney, still close to the key markets of Sydney and Canberra, particularly for businesses wanting to establish before the Aerotropolis is operational.

To capitalise on this opportunity, SHIP would need to focus on prioritising the servicing of land as a means to present a compelling, yet proximate, alternative to Western Sydney for target businesses.

SHIP Advantages

Ability to preserve and deliver employment uses today

Anchor tenant (Boral) with opportunity to build on the region's strengths - construction, manufacturing, agriculture (more than twice as specialised in Wingecarribee compared with Western Sydney), resource management. Potential to attract knowledge intensive industries in the long term.

Accessibility to Sydney, Canberra and Wollongong/Port Kembla/Dapto

The precinct is well-located to major urban centres and along key freight connections, which can enable strong physical and business links and collaboration across the region.

Place to live, work and visit

The Wingecarribee Shire is a place people want to live and work - 70% of people who work in the LGA, live in the LGA. The opportunities that can be provided by the SHIP, along with several positive attributes of living in the Southern Highlands, has the potential to attract and retain residents and workers in the region, which along with the provision of education and training in key industries can build talent and expertise.

Landscape setting

One of the region's greatest features is its unique landscape and vast rural setting, which makes up almost 97% of the LGA. Along with a network of small character-rich towns and villages across the region, this is what makes the place unique.

SHIP Disadvantages

- Insecure power supply and lack of enabling infrastructure (power, water and sewer connections)
- Not digitally connected
- Fragmented land ownership
- Environmental constraints may reduce development potential.
- However these are also an opportunity as they may serve to ensure buffers to sensitive uses.

Key findings/opportunities for the SHIP

1. There is a lack of serviced industrial land supply in Western Sydney. With well placed access to the same markets of Sydney, Canberra and the NSW south coast, Wingecarribee is well positioned to help meet some of that unmet demand.
2. There are established and specialised industries within Wingecarribee from which to base innovative practice, particularly the highly specialised agriculture sector, and the growth sector of non-metallic manufacturing. These markets demonstrate competitive advantage that SHIP could foster to establish industry clusters that can up-skill the existing labour market and/or attract new operators to park.
3. SHIP has a significant anchor asset in the Berrima Cement Works – which contributes 60% of cement products to NSW – underpinning a relatively strong construction sector, which present opportunities to evolve new markets around their operations.

Strategic Positioning

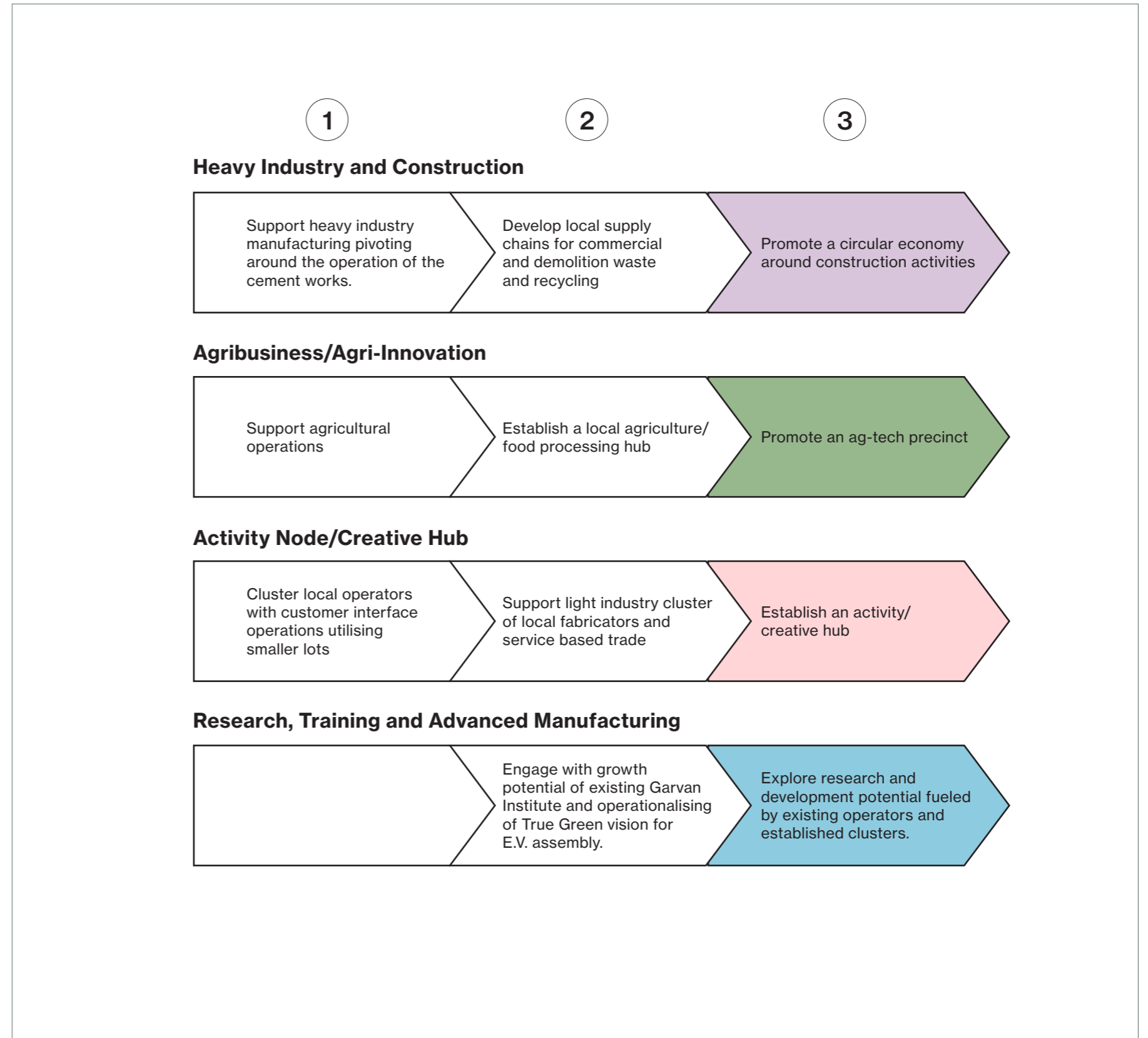
Staging

This study sets out a staging framework which considers the staged intervention required to establish and grow a greenfield precinct. This model helps inform how each identified target market can innovate internally to create new markets and new opportunities.

The adjacent diagram highlights three stages of growth related to each of the proposed precincts within the Southern Highlands Innovation Park. The timeline of the realisation of the precinct is robust and evolving, where certain industries may progress faster than others, and each of the precincts can function at a different stage, at the one time.

The three stages of development include:

- 1 Where an economy protects and builds existing core business and functions to serve existing and growing catchments. Collaboration with Boral as the anchor asset, and deeper engagement with the agriculture operators in the region should underpin the first stages of development to understand existing growth potential and or new anchor assets that may be established to underpin those sectors.
- 2 Where an economy seeks to leverage existing core functions to diversify into related functions, supply chains or aligned businesses.
- 3 Contemplates new opportunities that are not currently present but draw on the place's advantages that underpin current functions. The third stage is where a place seeks to 'reinvent itself'. Longer term aspirations are seen to focus on innovations that come from the agglomeration benefits of clustering these communities, or establish new anchor assets that will drive new industry attraction.



1.8 Early Stakeholder and Community Engagement

Landowner and community workshops were held as part of early consultation on the initial vision and ideas for the Southern Highlands Innovation Park. Understanding local knowledge and aspirations are essential in developing a shared vision and place-based master plan that will have support from a variety of stakeholders.

The stakeholders were presented with spatial and market analysis key findings as well as a draft vision, potential land use precincts, and precedent imagery reflecting desired future character.

Two sessions were held:

- Landowners workshop- February 7, 2024.
- Community consultation- April 10, 2024.

Online surveys also formed part of the engagement in this early stage.

The project will formally be placed on public exhibition in July 2024 where there is an opportunity for feedback from the community and stakeholders on the draft master plan.

Summary of key comments

- Generally supported the overall vision for the SHIP however expressed scepticism in the feasibility and likelihood of the SHIP being delivered, since there has been little change over 30 years.
- New and upgraded infrastructure is considered as essential in the delivery and success of the SHIP including roads, rail, electricity, water and sewer. There were some concerns around the poor road infrastructure within the area.
- A clear strategy is needed around land use zoning and what types of industries are permitted under each zone. This is to ensure that undesirable development outcomes and uses do not happen.
- Landscape and environmental assets need to be considered within the context of new development and industries within the SHIP. These include the rural character, waterways, clean air, local flora and fauna habitats, as well as the importance of green space for health and wellbeing. These were considered to be current positive attributes of the area and intrinsic to the character and lifestyle of the Southern Highlands.
- Local education and training is important to build local skills and knowledge, and retain and attract young people to the area.
- The provision of new housing and social infrastructure to support the SHIP and potential new resident and worker population is needed. The SHIP needs to be considered with the broader Shire.
- Minimise land use conflict and ensure there are appropriate buffers of land/trees between uses and at the boundaries of the precinct. There was particular concern around the interfaces with residential neighbourhoods and rural areas.
- Creative/artisan uses were particularly supported by the community, including places and spaces that can become attractors and foster a sense of community.
- There is support for industrial uses such as waste recycling, but these uses need to be located in the appropriately zoned land. Plasrefine, as an example, is a plastics recycling facility proposed to be located on an E4 General Industrial zoned lot when this use is more aligned to E5 Heavy Industrial and should be located accordingly.
- Generally interested in being involved in the process and supportive of a governance strategy.

Key opportunities

- Create an innovation precinct with a unique identity that appropriately responds to the unique landscape and character setting of the Southern Highlands.
- Ensure a curated approach to new businesses/operators in the SHIP to ensure alignment with vision and to prevent unwanted outcomes.
- Ensure clarity in the planning framework and controls so that the desired types of employment uses identified in the vision and master plan can be delivered.
- Work with stakeholders to inform a master plan that outlines a vision for an innovation precinct, not a standard industrial park.



Figure 8. Community Consultation Session

Workshop: Future Character
Activity node/creative precinct

Please place a green sticker below preferred character images.
Please place a red sticker next to character you would not like to see.

Please place a green sticker below industries and activities you would like to see. Please place a red sticker below those you would not like to see.

Community/recreation facilities	Gallery/maker spaces
Information and education facilities	Hotel/motel accommodation
Markets/growers markets	Other
Retail/food and beverage	

Workshop 02: Future Character
Agribusiness & Agri-innovation

Please place a green sticker below preferred character images.
Please place a red sticker next to character you would not like to see.

Please place a green sticker below industries and activities you would like to see. Please place a red sticker below those you would not like to see.

Agribusiness/Ag-tech	Veterinary clinic
Packing/storage/cold storage facilities	Plant nursery
Food related processing and research	Other

Q&A - Vision

Is this vision for the SHIP on the right track?

Please use the post-it notes to add your comments below.

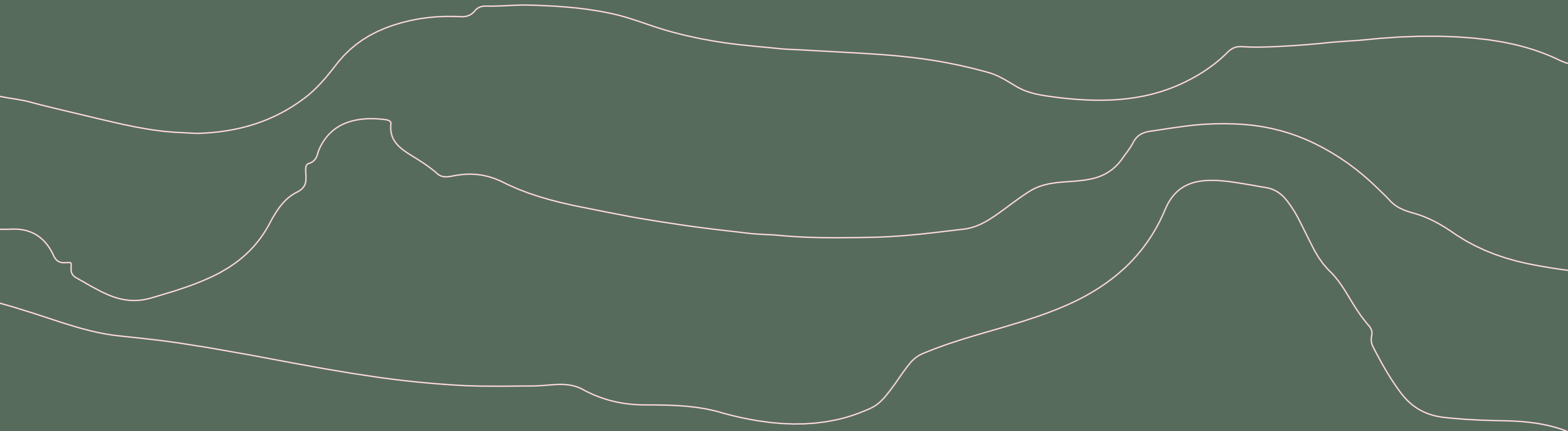
How does this vision align with your vision for this site?

- Green processing
- Full of production
- A greenhouse to see a well - thought out plan
- + It's not just a lot of futuristic planning it's well worth it
- + Show the interface of design for the future - including the aesthetics - design & construction - not just what looks like the inside - green
- + BUFFER BETWEEN ZONES - (ZONES - GENERAL SOCIETY - THANK YOU!
- + HISTORIC PARTIAL

Are we maximising the opportunities of the SHIP? Is there anything we have missed?

- + LANDSCAPE & OUTDOOR
- + LEGAL MATTERS
- FILM STARS
- RET. SPACES | GALLERIES
- FILM RELATED COMPANIES
- WALKERS - WALKWAY
- ESSENTIAL TO HAVE RECREATION BUFFER OF LOW | TALL PLANT TREES | LOW | TALL PLANT TREES
- + GENERAL HISTORY
- STRATEGIC MATTERS WHICH BRING THE NEIGHBOURHOOD TOGETHER TO LIVE MORE
- WALKERS HAVE ACCESS TO WALKWAY IN HISTORY WHICH BELONGS TO

Figure 9. Example Boards - Questions and Activities



ANALYSIS

2.1 Local Context

The Southern Highlands consists of a network of compact centres and quaint villages surrounded by vast rural landscape and national parks. The SHIP presents a significant opportunity on land already zoned industrial to deliver employment opportunities for the region.

- The network of centres and quaint villages across the Southern Highlands are well-known for their unique local and historical character and which makes the region an attractive place to live, work and visit.
- The preservation of natural assets including rural land, conservation areas and national parks is important to the identity and environmental objectives of the Southern Highlands. The built footprint is compact; concentrated centres with landscape surrounding.
- Centres like Moss Vale, Bowral and Mittagong offer services, amenities and employment opportunities, however the SHIP presents a significant opportunity on a large area of land already zoned for employment uses to build on the region's economic strengths in construction, manufacturing and agribusiness.
- The SHIP is well-located and highly accessible to surrounding centres and major transport and freight routes.

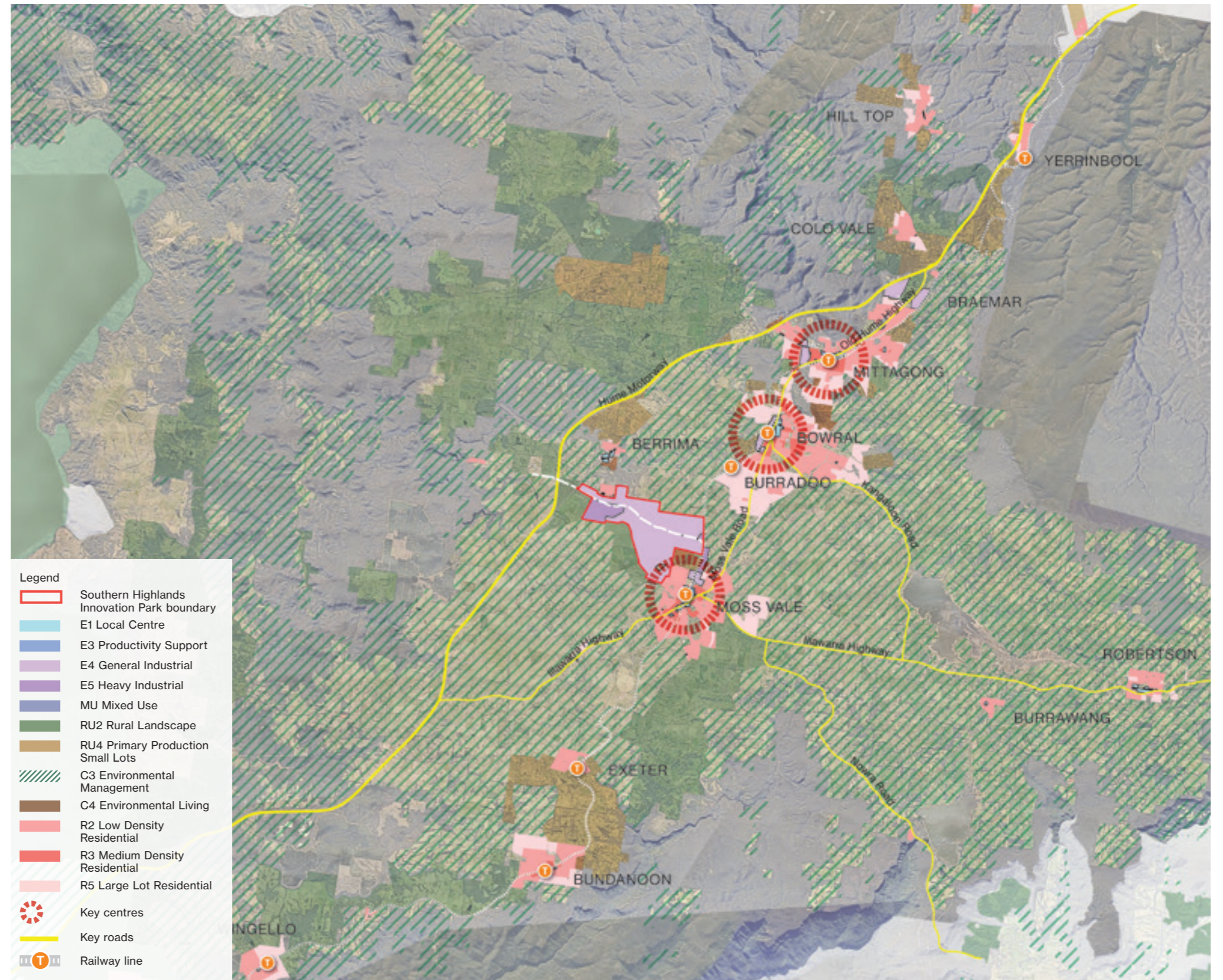


Figure 10. Local Context Map

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2.2 Site Observations and Character



Figure 11. Key Plan - Existing Character Areas



Expansive landscape views towards undulating hills (view from Berrima Road)



A small creek at a low point within the landscape (view from Berrima Road)

① Central - open landscape

- The character changes and the view opens up as you move past the existing buildings at the northern, western and southern entries into the SHIP. Along both Berrima Road and Douglas Road there are expansive views towards the gently undulating landscape.
- Development within this area is sparse and includes homesteads and small industrial structures and predominantly open farmland.



A discrete entrance into the Boral Cement Works (View from Taylor Avenue)



Existing built form is low scale 1-3 storeys on large rural lots (view from Berrima Road)



At grade rail crossings can disrupt vehicle traffic (view from Collins Road)



Built form is well set back from the road. Landscape and trees help to mask the visual impact (view from Berrima Road)



Smaller lot pattern where the precinct adjoins Moss Vale - currently a concentrated mix of businesses in warehouses (view from Berrima Road)



Existing businesses at the eastern end of the SHIP (view from Collins Road)

2 West - Boral/heavy industry

- Boral Cement Works occupies a large area at the western portion of the SHIP. The expansive complex which consists of a number of industrial buildings and structures, is well setback from key roads and can be seen above the tree line and through gaps between trees.
- The complex is well set back from surrounding streets. There are discrete entrances to the complex off Taylor Avenue, where there is dense vegetation within the front setback.

3 South - small lot businesses

- The southeastern entry point into the SHIP on Berrima Road adjoins the residential neighbourhoods of Moss Vale and is more 'urban' in character.
- The area currently consists of smaller lots with a mix of businesses including the Resource Recovery Centre, a Mitre 10, construction suppliers, equine and livestock suppliers, storage facilities, gym, and a veterinary centre. These are housed in warehouse typologies.

4 East

- A few established businesses located in the eastern end of the SHIP include those in manufacturing, construction and suppliers, that occupy a range of small to medium-sized lots within the context of the SHIP.
- The character is semi-rural with a mix of industrial and warehouse-type structures, fencing, bordered by rail tracks and with intermittent views to the countryside particularly looking south. The view towards the north and west is more open.

2.3 Topography and Views

Key features

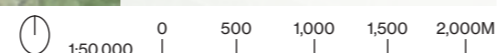
- The topography is gently undulating, with rolling rural landscapes and generally open views that typifies the Southern Highlands.
- The lowest levels are approximately RL660, and the highest points are approx RL710 at the southeast portion of the site.
- The silos/mill at the Boral Concrete Works and Inghams Feedmill are industrial landmarks within the landscape.
- The western entry point along Taylor Ave is a more enclosed landscape view with dense vegetation.

Key opportunities

- Preserve views to the 'elevated topography' within the precinct, particularly at the southeast.
- Provide landscape buffers and generous separation between future development to preserve views to landscape.
- Consider the topography when locating new buildings and uses e.g. locate larger footprint buildings on flatter ground.



Figure 12. Topography Map and Views Map



View from Berrima Road towards 'The Alp', an existing homestead at the top of the hill



View from Berrima Road looking southeast, a gently winding road with vast landscape views



View from Taylor Avenue, the western entry point into SHIP, is more enclosed and lined with dense vegetation



View from Berrima Road looking west - the Ingham Mill can be seen in the middle-ground and the Boral Concrete Works silos in the background

2.4 Environment

A range of environmental issues and constraints will need to be considered in the master planning and delivery of the SHIP, including:

- Stony Creek, a tributary of Wingecarribee River, is a narrow creek that runs north-south along the lowest point of the precinct. This area is subject to flooding. In more severe flooding, the flood impact may extend further southeast alongside Berrima Road.
- The eastern parts of the precinct may be subject to inundation during a 1 in 100 year flood event, from small watercourses from Wingecarribee River.
- The Moss Vale Enterprise Corridor DCP 2008 identifies a number of environmental constraints. These do not preclude development, however would require further assessment and a well-considered development response. These include:
 - Scenic protection - This includes elevated areas above 690m. Views towards the high points and the visual impact of new development will need to be considered.
 - Biodiversity conservation - Existing areas that include some open woodland plant communities and clustered vegetation.
 - Potential water inundation - These areas include a 50m buffer from the 100 year flood line around major watercourses.
 - Heritage protection - These areas may contain low to medium density artefacts including Aboriginal cultural material.

Key opportunities

- Locate new development in areas that are least environmentally constrained.
- Provide buffers to creeks, and explore potential to regenerate waterways.
- All new development to consider environmental constraints and impacts.

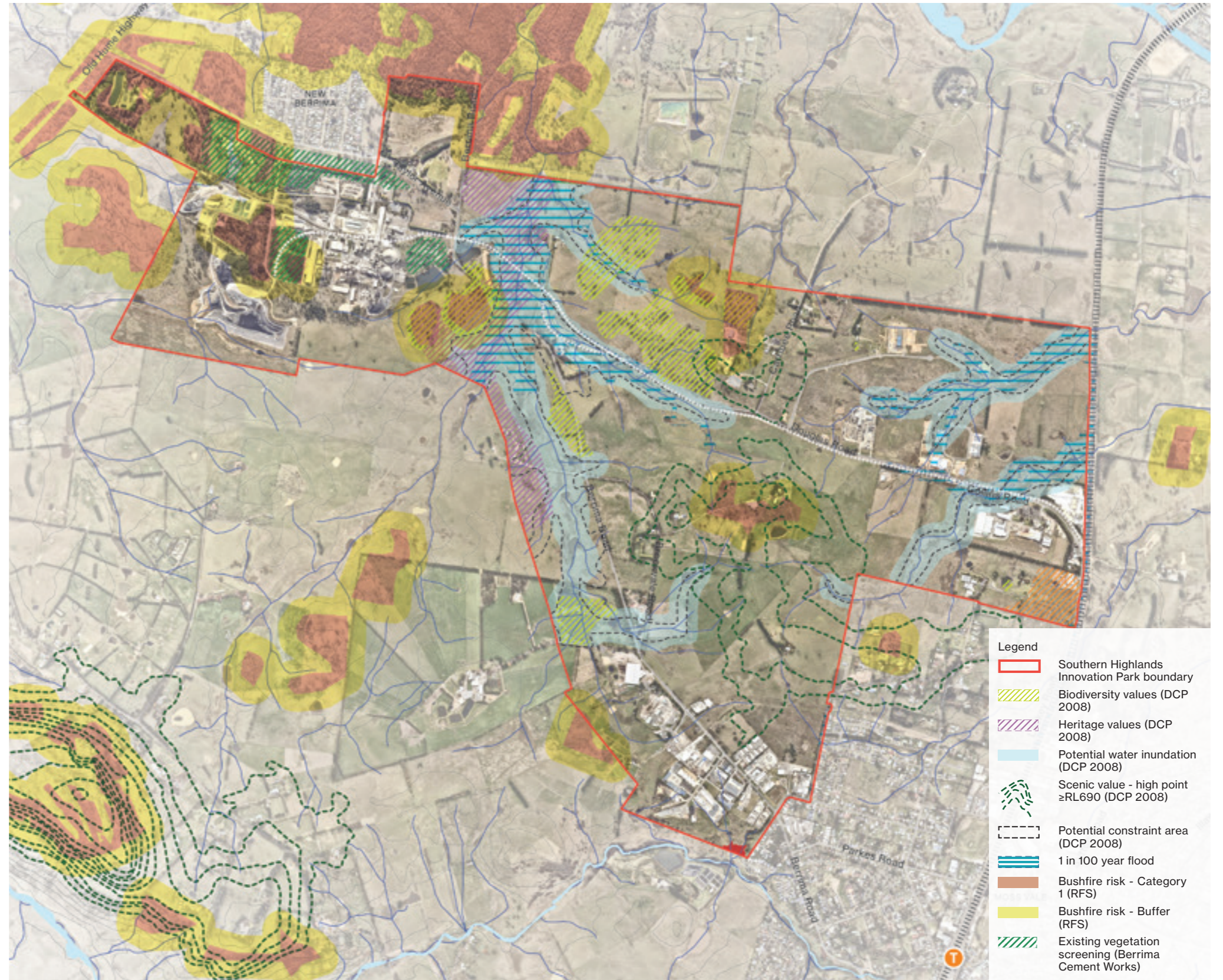


Figure 13. Environmental constraints map

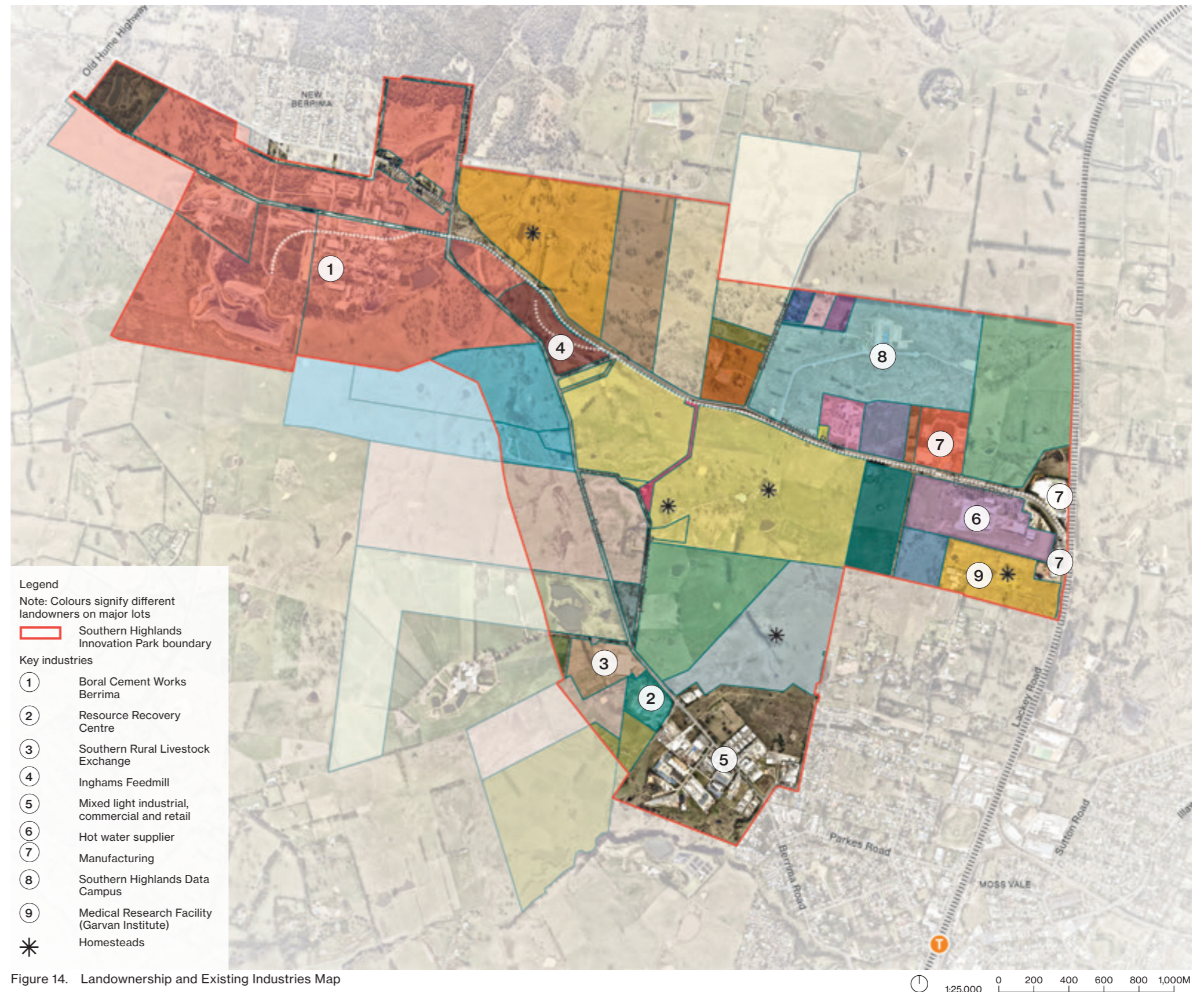
2.5 Land Ownership and Existing Industries

Key features

- Boral Cement Works is the largest landowner, occupying the western end of the precinct. Boral contributes significantly to the local economy, supplying 60% of all concrete product to the NSW market. Boral also owns a private railway line that connects into the main railway line to the east.
- There are a number of established industries including the Resource Recovery Centre, Southern Rural Livestock Exchange, Inghams Feedmill, hot water suppliers, manufacturers, and a data centre (under construction). However the majority of the area remains largely undeveloped.
- There is a clustering of business on smaller lots at the southeastern end of the precinct close to Moss Vale. This area provides a range of businesses including a Mitre 10, construction suppliers, equine and livestock suppliers, storage facilities, gym, and a veterinary centre. The key element in the Collins Road extension, is a bridge across the railway line at the intersection of Douglas Road and Carribee Street. The Moss Vale General Cemetery is also located in this area.

Key opportunities

- Build on the Shire's economic strengths in construction, manufacturing and agribusiness.
- Cluster similar uses/industries to generate an ecosystem of like-minded businesses and encourage partnerships.
- Provide a range of uses and activities to support the community.
- Opportunity to provide more 'public-facing' businesses that attract people to the precinct and foster a sense of community. This could be located at the southeastern end of the precinct, closest to Moss Vale.



2.6 Lots Size and Types

Key features

- The southeastern portion of the SHIP consists of smaller lot size which support the existing cluster of mixed businesses in that area. This can support a diverse range of uses in a more compact setting, and encourage finer grain development that is at a more of a pedestrian scale, compared to other areas of the precinct.
- The majority of the precinct consists of large rural lots that may accommodate employment uses that require larger footprints or area such as manufacturing, agriculture and agribusiness etc.
- Some large lots have been subdivided over time to support a range of small businesses.
- Boral Cement Works currently occupies a large landholding to the west of the precinct. Despite this, the development footprint is small with generous landscaped buffers around the existing buildings and structures.

Key opportunities

- Locate new industries/uses where they are best suited i.e. consider lot size, built form needs, adjacencies, environmental constraints etc.
- Focus finer grainer uses and built form at the southeastern portion of the precinct where there are smaller lots. Potential to create a focal point for activity.
- Balance built form and landscape outcomes, particularly on larger lots, and ensure that views and vistas, landscape values and local character are celebrated and preserved.

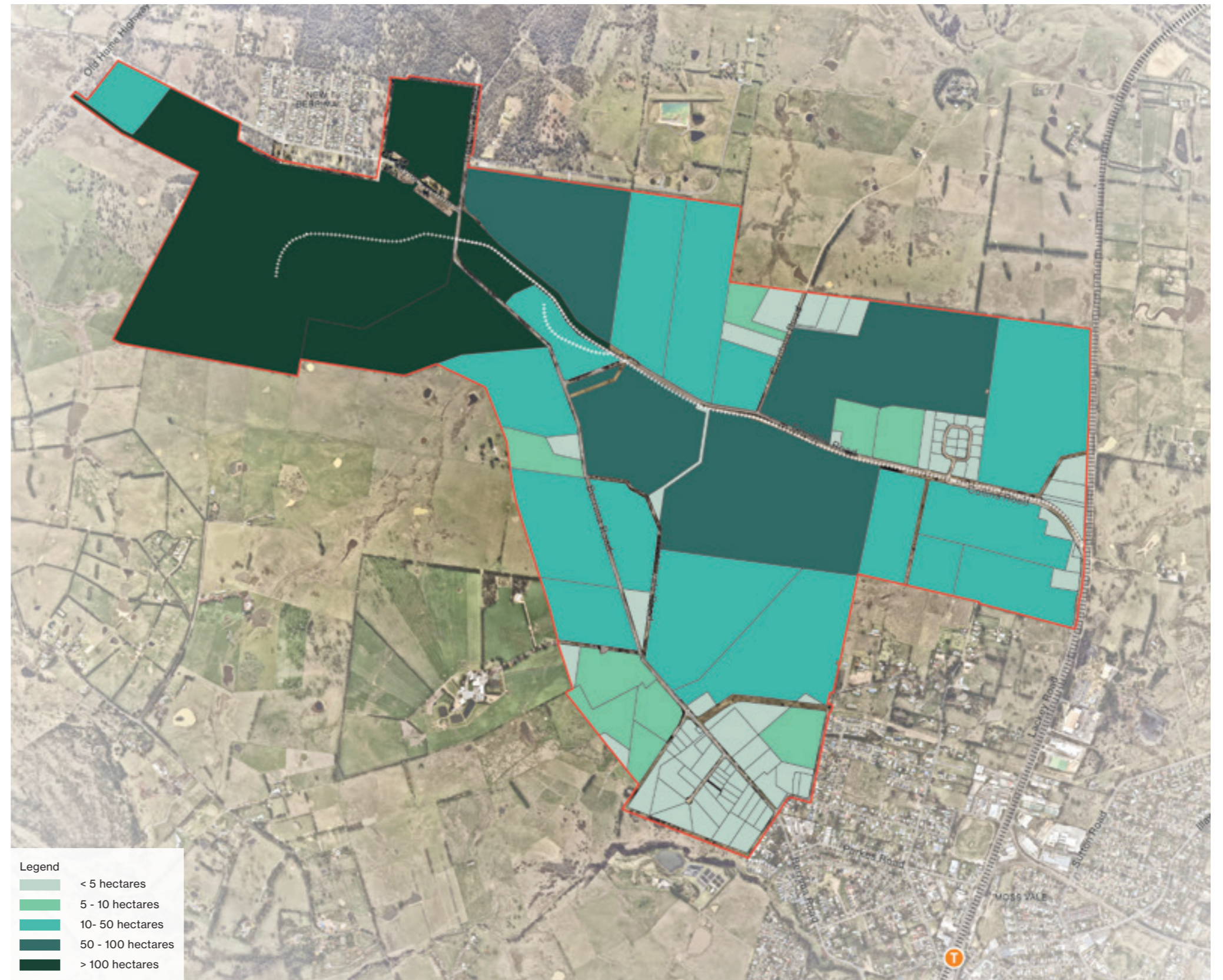


Figure 15. Lot Size Map

2.7 Proposed Key Infrastructure Projects

A number of major road infrastructure projects have been identified within the last decade and are currently at various stages of planning and delivery. These projects will improve vehicle access and movement through the SHIP, particularly heavy vehicles, as the precinct evolves over time. The key projects include:

- **Moss Vale Bypass.** The Moss Vale Bypass will provide a road connection between Argyle Street and Berrima Road, that will help to divert traffic from Moss Vale city centre, and improve access into the SHIP. The project is in detailed design phase and is intended to be completed in one stage.
- **Berrima Road deviation.** This project will divert Berrima Road from the existing level crossing near the Boral Cement Works to a bridge over the private train line, and will remove the need for the level crossing. Preliminary works for enabling infrastructure have been completed. The project is subject to further funding to support the construction phase.
- **Collins Road extension** (part of the Moss Vale Corridor Section 94 Developer Contributions Plan). The extension of Collins Road west along the southern side of the existing railway line was identified as a key project within the Contributions Plan, to be delivered by developer contributions. The key element in the Collins Road extension, is a bridge across the railway lines at the intersection of Douglas Road and Carribee Street. This project will reduce traffic movements across the existing level crossings (currently there are two rail crossings along Collins/Douglas Road).

Key opportunities

- Deliver the road infrastructure required to support the access and movement network of the SHIP.
- Ensure that every lot has access off an existing or planned public road.

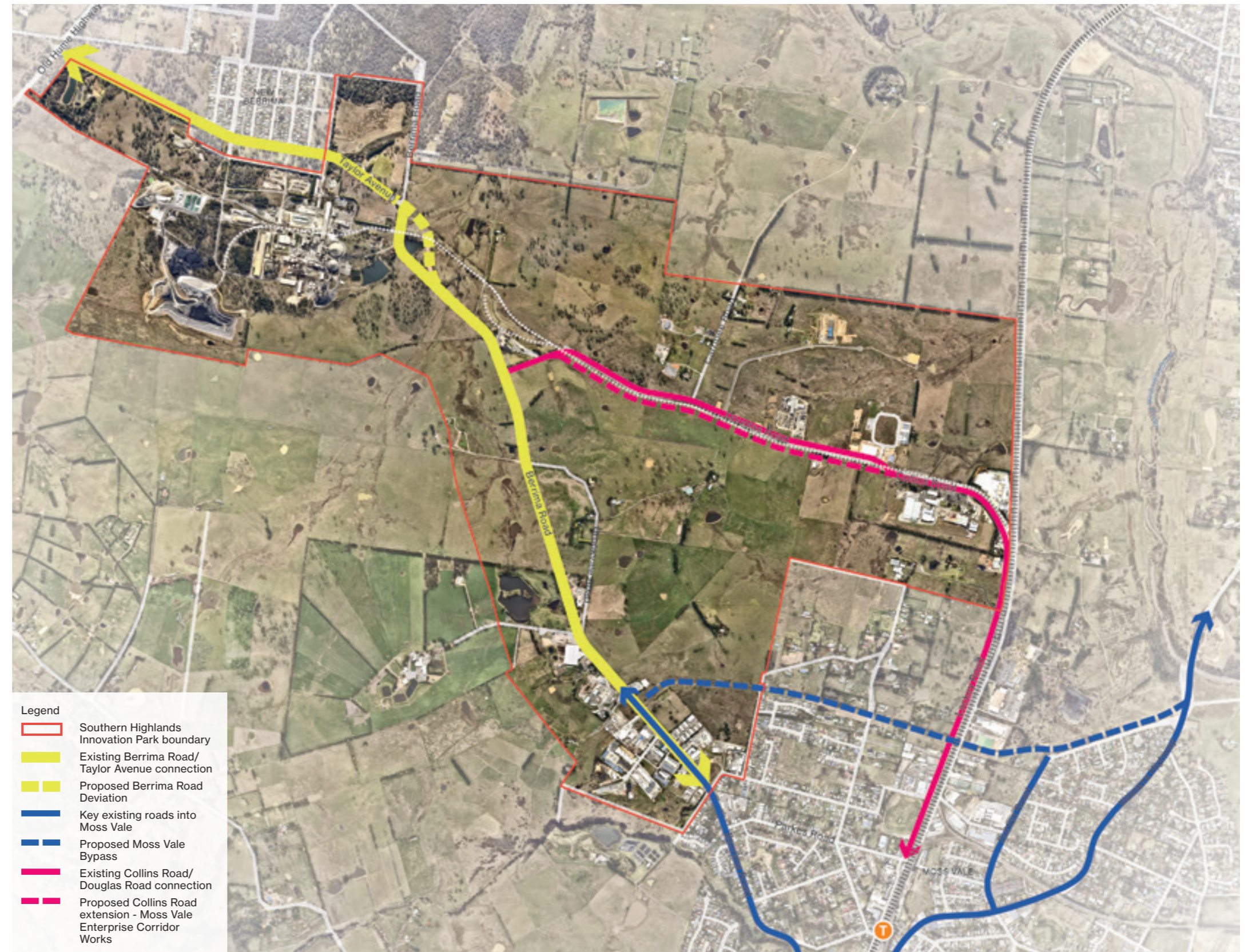


Figure 16. Key Road Infrastructure Projects Map

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VISION & APPROACH

3.1 Vision

Southern Highlands Innovation Park

Distinctly Southern Highlands – Where innovation meets the green in between. The SHIP is not your typical industrial park.

The SHIP will have a truly unique identity that celebrates the unique attributes and setting of the Southern Highlands.

Under the umbrella of innovation, the SHIP will target three focus sectors that reflect Wingecarribee's economic strengths and opportunities: Agribusiness and agri-innovation, Resources, and Manufacturing, with a long term aim to attract research and development, and advanced manufacturing with the same focus.

Benchmarking Innovation

Where has this been done before?

The following examples have been selected for their similarities with the proposed vision for the Southern Highlands Innovation Precinct including:

- Regional industrial/employment zoned land.
- Agri-innovation precinct within a green landscape setting.
- Innovation precinct that capitalises on its locational strengths.
- Low scale built form and materiality that is 'not your typical' industrial shed.
- Proximity to major cities.



Food Innovation Precinct Western Australia

The Food Innovation Precinct in Western Australia is a great example of a regional innovation precinct in a landscape setting with a clear identity that capitalises on the strengths of its locale.

The Food Innovation Precinct Western Australia is a regional hub for food and agri-tech businesses, offering development and research grants to drive innovation and growth for Western Australia's food and beverage manufacturing industry.

Comprised of a research and development facility, a production building and a one-stop common-use food-technology amenity, the precinct is a true ecosystem of innovation that will assist local primary producers and food and beverage businesses to develop, test and produce new and improved products using innovative advanced manufacturing technologies and processes.

The form and material selection reflect the unique nature of each of the operations within the precinct while creating a distinct identity for the precinct. Similar to aspirations for the SHIP, the architecture is not reflective of a typical 'shed' industrial park and is unified by a landscape design that offers attractive and functional outdoor spaces.



Tonsley Innovation District

While not a like for like comparison – this precinct is not rural – Tonsley serves as a great precedent for the end-state vision for the SHIP wherein research and innovation are working side by side with the core strength industry anchor base.

Similar to aspirations for the SHIP, Tonsley's four focus sectors reflect South Australia's economic strengths and opportunities:

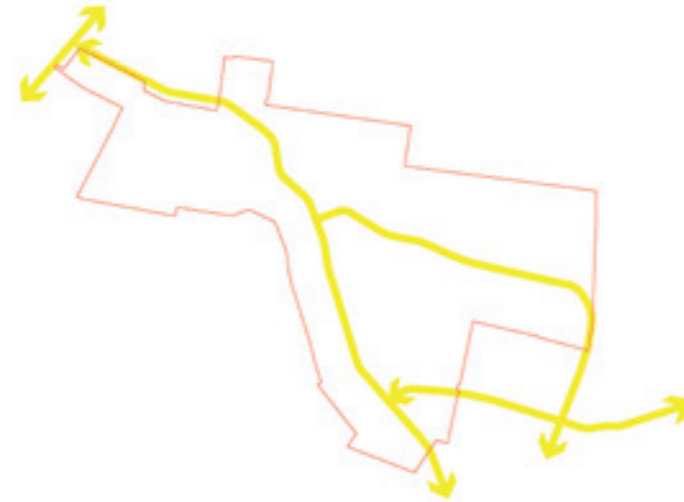
- Health, medical devices and assistive technologies
- Cleantech and renewable energy
- Automation, software and simulation
- Mining and energy services.

The Tonsley Innovation District brings together leading-edge research and education institutions, established businesses and startups, business incubators and accelerators, plus government and the wider community to connect, collaborate and innovate.

While Tonsley is significantly more compact with larger and tight knit footprints than envisioned for the SHIP, the tenancies use a 'pod' approach that is adaptable, flexible and highly functional and highly sustainable.

3.2 Structuring Principles

The following principles provide a guide for the foundational structuring elements of the master plan.



Support key infrastructure upgrades

Deliver major road infrastructure upgrades including the Moss Vale Bypass, Berrima Road Deviation and Collins Road Extension that supports access and connections through the precinct.

Ensure that the precinct is supported with necessary services to effectively function including water, sewer, electricity, Telecom etc.



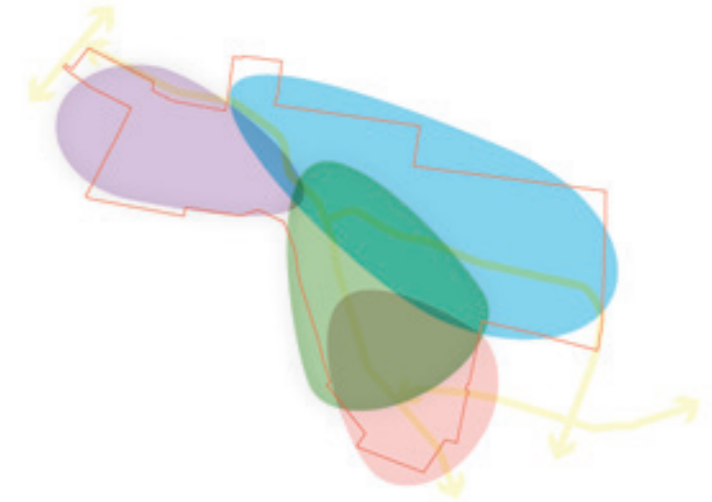
The green in between

Retain the unique rural character and distant views of rolling hills that typifies and distinguishes the Southern Highlands.

Retain green corridors along main roads and celebrate views and vistas towards the landscape.

Celebrate the SHIP's natural assets and preserve areas that are environmentally constrained including:

- Riparian corridors - Support healthy waterways and local fauna and flora.
- Flooding - Minimise development in flood prone land.
- Trees and vegetation - Retain existing trees and add to the tree canopy cover to support local biodiversity.











Employment and land use

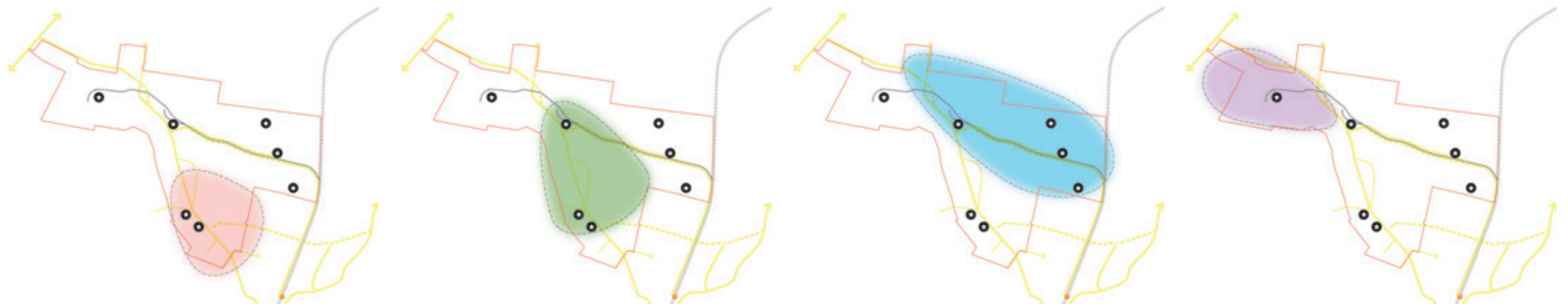
Create distinct employment land use precincts that respond to and complement their local environment and existing industry anchors.

- Complementary uses grouped around existing industry anchors.
- Well-considered and placed land uses can create a synergy between Moss Vale and the SHIP.
- Align proposed industries and activities with the land use zoning within the planning framework.
- Create a network of spaces and places for the community to gather.

3.3 Precinct Principles

The following principles guide how uses are located and grouped within the SHIP. The uses – informed by the strategic positioning study – have broadly been clustered by proximity to existing anchor industries, compatibility, and suitability within areas of environmental value.

Legend			
	Precinct boundary		Agribusiness/Agri-innovation Precinct
	Train line		Research, Training and Advanced Manufacturing Precinct
	Key roads		Heavy Industry and Construction Precinct
	Existing anchors		
	Activity node/Creative Hub Precinct		



Activity Node/Creative Hub

- Create a key attractor for the SHIP in close proximity to Moss Vale.
- Create a synergy between industry and community.
- Locate public facing uses next to existing community and away from heavy industrial uses.
- The existing smaller lot pattern is well-suited to support smaller retail and light industrial tenancies.

Agribusiness/Agri-Innovation

- Location of agribusiness and agri-innovation precinct complements the existing Livestock centre and Feed Mill.
- Adjacent to activity node where it can contribute to growers markets.
- Recommended uses are more likely to be compatible with areas that have environmental value.
- Maintains the landscape character of the SHIP.

Research, Training and Advanced Manufacturing

- Locate research and development uses near infrastructure and access.
- Build on existing industries in manufacturing and technology.
- Location provides employment opportunities in proximity to research and training.

Heavy industry and Construction













- Cluster heavy industrial or more high impact uses around the Boral Cement Works anchor.
- Future industries should not impinge on the cement works buffer.
- Location along rail line enables future opportunities to connect to the rail freight network for distribution.
- The rail line provides a natural separation buffer from other uses and serves as a point of transition.

3.4 Structure Plan

The Structure Plan provides the key structuring moves for the Southern Highlands Innovation Park. This provides a high level structure identifying proposed industries and character areas, key existing and new roads, and approach to landscape and views.

The structure plan is further detailed through the master plan (See chapter 4).

Key features of the structure plan

-  Upgrade and reinforce the key vehicle movements within the precinct
-  Deliver new road infrastructure
-  Provide green landscape setbacks and buffers between adjacent lots and land uses
-  Activity node at the southern entry point into the SHIP with easy access to Moss Vale
-  Consider areas of high environmental value/constraints
-  Celebrate the vast landscape views from along Berrima Road and Collins/Douglas Road
-  Protect and celebrate views towards the elevated topography
-  Create defined and memorable gateways into the precinct
-  Activity Node/Creative Hub at southeastern interface with Moss Vale centre
-  Agribusiness/Agri-Innovation Precinct
-  Heavy Industry and Construction Precinct focused around Boral Cement Works
-  Research, Training and Advanced Manufacturing Precinct

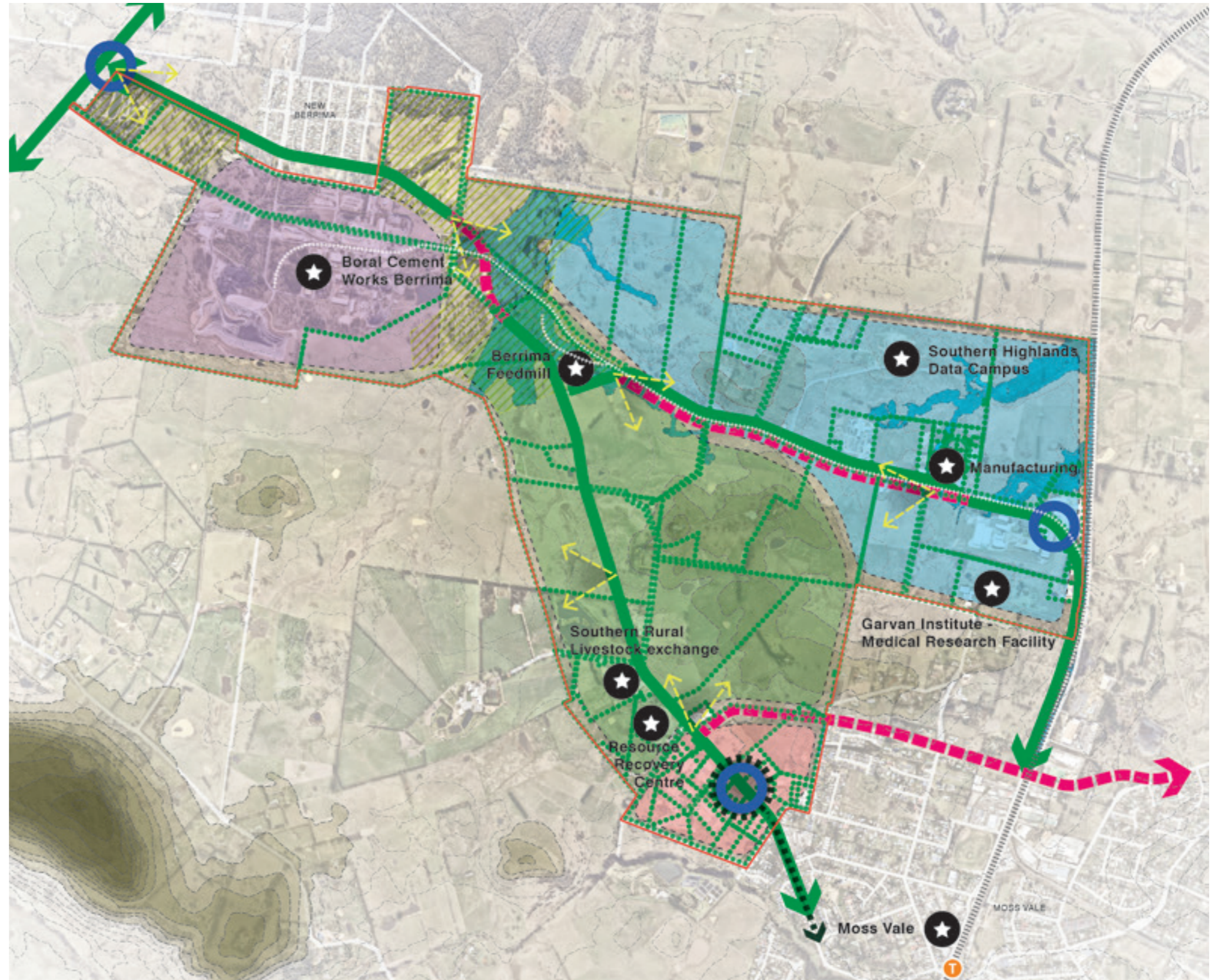


Figure 17. Structure Plan



MASTER PLAN

4.1 The Master Plan

The SHIP brings together a cluster of synergistic industries and precincts that push innovation in the agribusiness, resources and manufacturing space – unified by the distinct landscape and setting of the Southern Highlands.

The following pages unpack the layers of the master plan and the strategies for each including:

- Movement and access
- Infrastructure
- Landscape
- Development and built form strategy
- Views and vistas
- Open space and green links
- Character precincts

These strategies provide a design framework to guide new development and ensure that the SHIP will be a successful precinct into the future.

Key features of the master plan



Over 1,000 hectares of employment land that supports a range of industries



New and upgraded road infrastructure to improve access and connectivity



Buildings between 1-4 storeys nestled into the landscape



Green buffers and green-in-between



An activity node that provides a new destination for residents, workers and visitors to the region

Desired future character

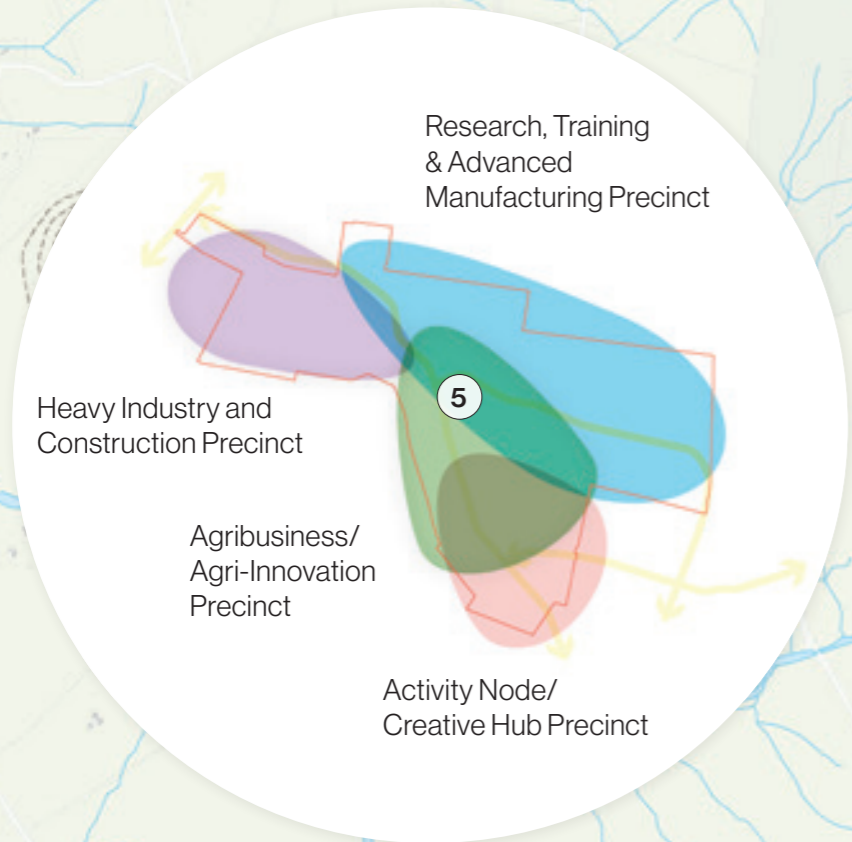


Landscape/setting

Built Form

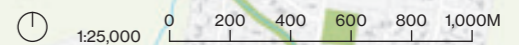
The Master Plan

- ① Employment opportunities within the SHIP build on existing industry anchors and economic strengths of the area in agriculture and agribusiness, construction and resources, research and advanced manufacturing.
- ② A vibrant activity node / creative hub located close to Moss Vale attracts the community to the precinct.
- ③ Landscape buffers preserve the green-in-between and reinforces the landscape character of the area.
- ④ Landscape views and vistas, framed by the undulating hills are celebrated and retained.
- ⑤ 4 character precincts that support a range of new and innovative uses and activities.
- ⑥ Upgraded existing and new infrastructure improves access and movement through the SHIP.
- ⑦ Three diverse gateways define the entry points into the precinct.
- ⑧ Higher impact employment uses focused around the existing Boral Cement Works with generous vegetation buffers.



Legend	
	Southern Highlands Innovation Park boundary
	Railway line
	Private railway line
	Existing key roads within the SHIP
	Planned road infrastructure
	Building setbacks/landscape buffers/riparian buffers
	Key entry points/gateways into the precinct
	Elevated topography-Contours ≥RL690
	Creek lines
	Existing key anchors
	Indicative building footprint
	E3 Productivity Support
	E4 General Industrial
	E5 Heavy Industrial
	SP1 Special Activities Cemetery (Moss Vale General Cemetery)
	RE1 Public Recreation
	RE2 Private Recreation
	C2 Environmental Conservation
	C3 Environmental Management / C4 Environmental Living
	RU2 Rural Landscape

Figure 18. Southern Highlands Innovation Park Master Plan



4.2 Movement And Access

Design principles

- Truck movements to be prioritised along Moss Vale Bypass, which will divert heavy traffic away from Moss Vale Centre.
- Ensure that all lots have direct access from a public road. Provide a new road or lane where there is currently no access from a public road.
- Limit private access roads that cross over the existing private railway line.
- Upgrade the existing bus network with new infrastructure including bus shelters and signage. Potential for additional bus route/circuit along Collins and Lackey Road.
- Deliver the cycle connections identified in the Wingecarribee Shire Bicycle Strategy, and provide new connections where there may be gaps. New cycling infrastructure may be provided within the existing shoulder lane as well as within the existing railway corridor.
- Facilitate walking and cycling to the new creative/activity hub at the southeast portion of the precinct.
- Development to provide internal access and roads/circulation where required.

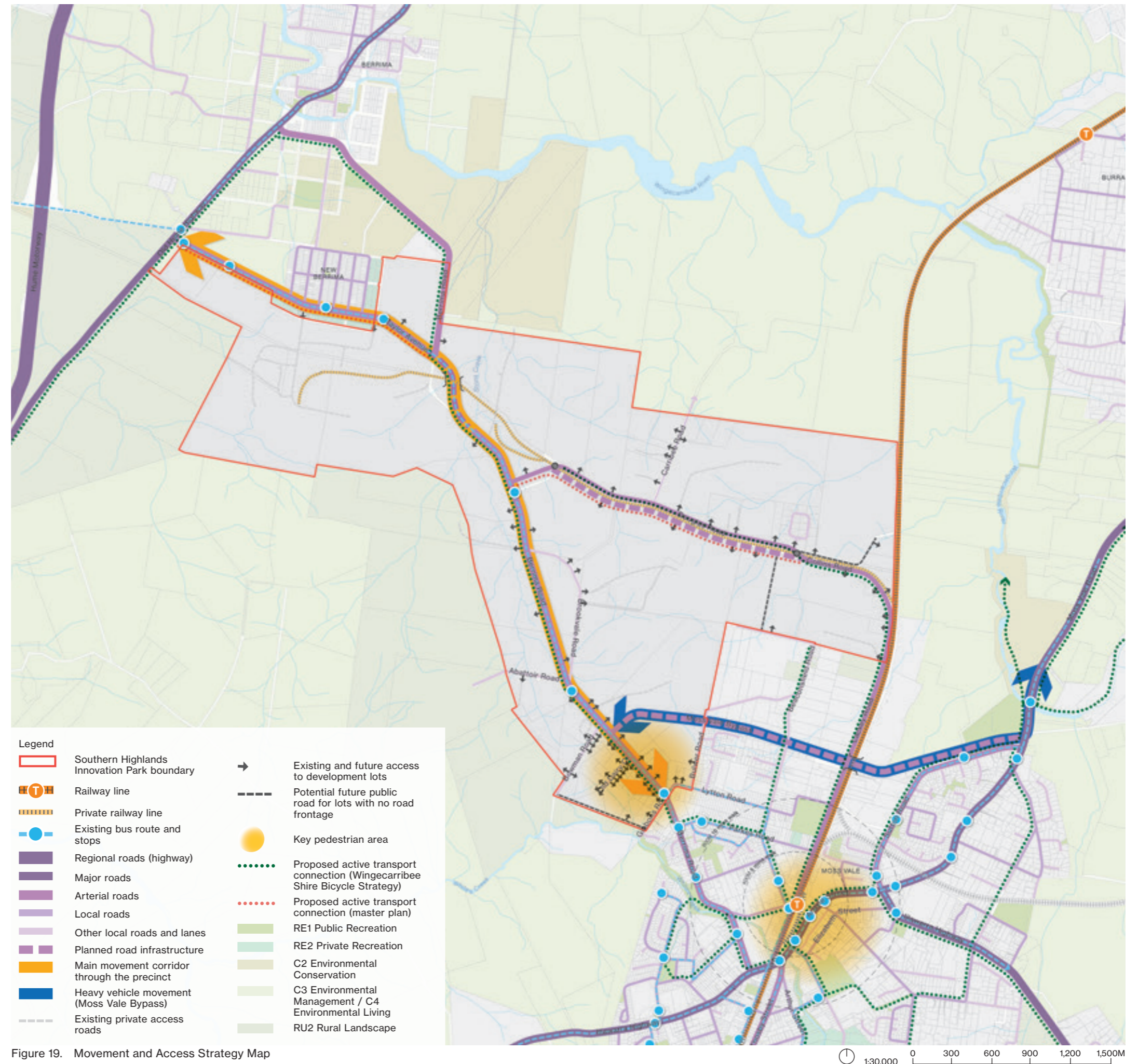


Figure 19. Movement and Access Strategy Map

4.3 Infrastructure

Design principles

- Deliver planned road infrastructure projects including:
 - Moss Vale Bypass
 - Berrima Road deviation
 - Collins Road extension
- Investigate opportunity for shared use of the private railway line. Boral Cement Works to be consulted relating to any potential arrangements.
- Ensure that the precinct is supported by necessary services including water, sewer and electricity. The Moss Vale Sewage Treatment Plant Upgrade, located to the south of the SHIP, is currently underway and aims to increase capacity to meet current and future population demands in the catchment.
- Opportunity to develop an integrated whole-of-precinct environmental sustainability framework, including energy, water and waste management.
- Ensure that the precinct is supported by adequate communication services including telecommunications, internet and wifi.

Further investigations will need to be undertaken to develop in detail the infrastructure delivery mechanisms that will support the growth of the SHIP.

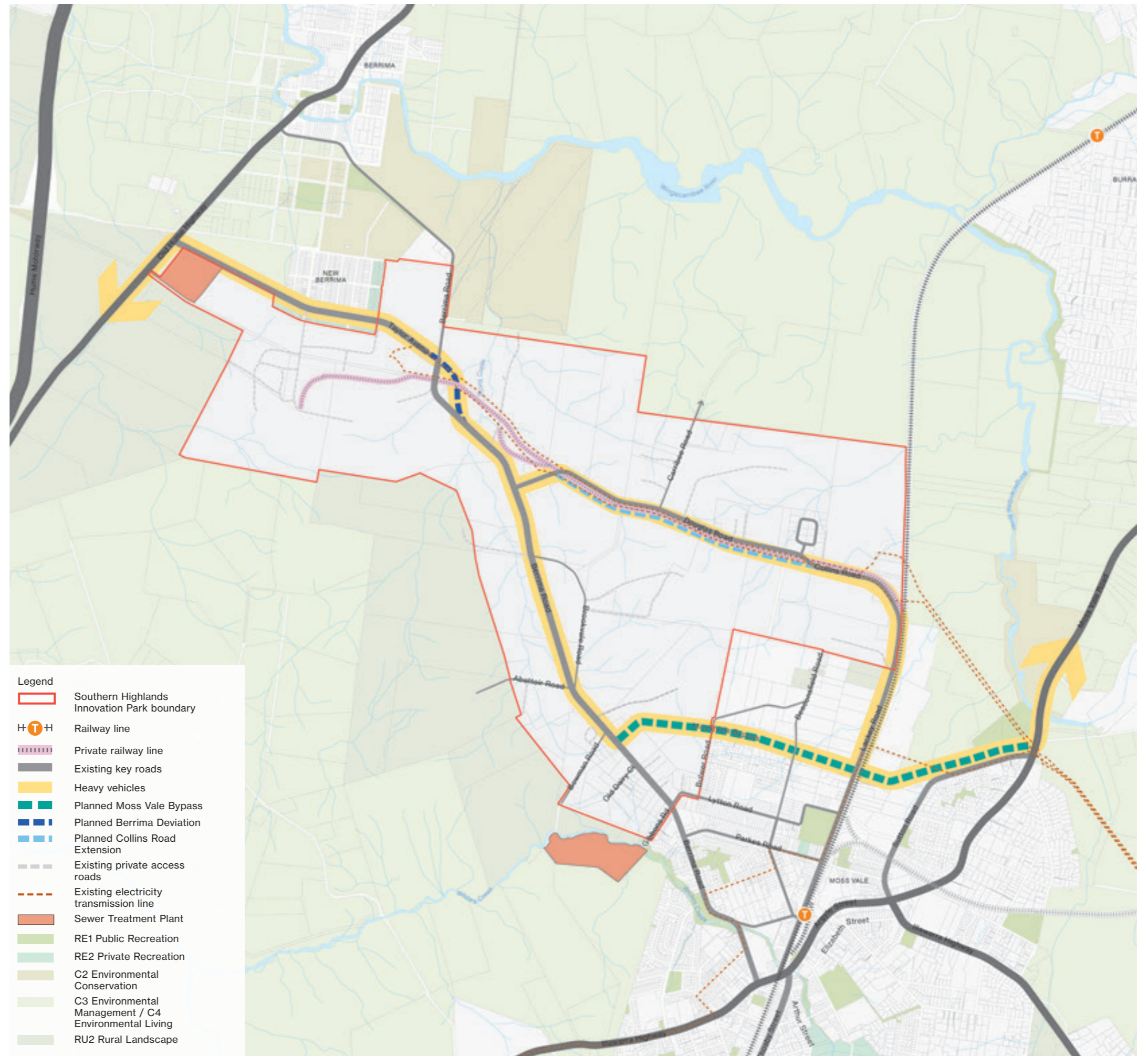
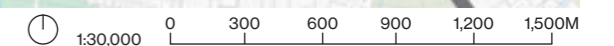


Figure 20. Infrastructure Strategy Map



4.4 Landscape

Design principles

- Continue the hedgerow planting that is characteristic of the Southern Highlands and provide row tree planting between development lots.
- Provide landscaped buffers within the building setback, including tree planting and vegetation, on all sides. Landscape area widths within the setback zone is based on lot size and road frontage. See map on following page, and 4.5 Development and built form strategy for more detail.
- Preserve existing hedgerow planting, significant trees, and where appropriate, other trees and vegetation within the precinct, and increase tree canopy to support and encourage local flora and habitat.
- Restore riparian corridors and increase vegetation and planting.
- Retain existing vegetation screening and buffers to Boral Cement Works. Ensure future heavy industrial uses including those forming part of the Boral Cement Works to be appropriately screened through trees and vegetation.
- Celebrate and retain the green corridor of significant trees along Taylor Avenue.
- Provide and maintain green corridors along major roads such as Berrima Road and the future Moss Vale Bypass through generous building setbacks and increased tree canopy.
- Celebrate and enhance the expansive views to landscape through the precinct, in particular retain views to the ridgeline and existing tree line. See 4.6 Topography and Views for further detail.



Tree planting along lot boundaries not only signifies the boundary between lots, but also provides a wind buffer and shade, supports local habitat, offers amenity and contributes to the landscape character of the area. It is a distinct characteristic of rural areas and should be encouraged within the SHIP.



Access into the precinct from the west from the Old Hume Highway include a dense corridor of trees and creates a distinct arrival experience into the SHIP.

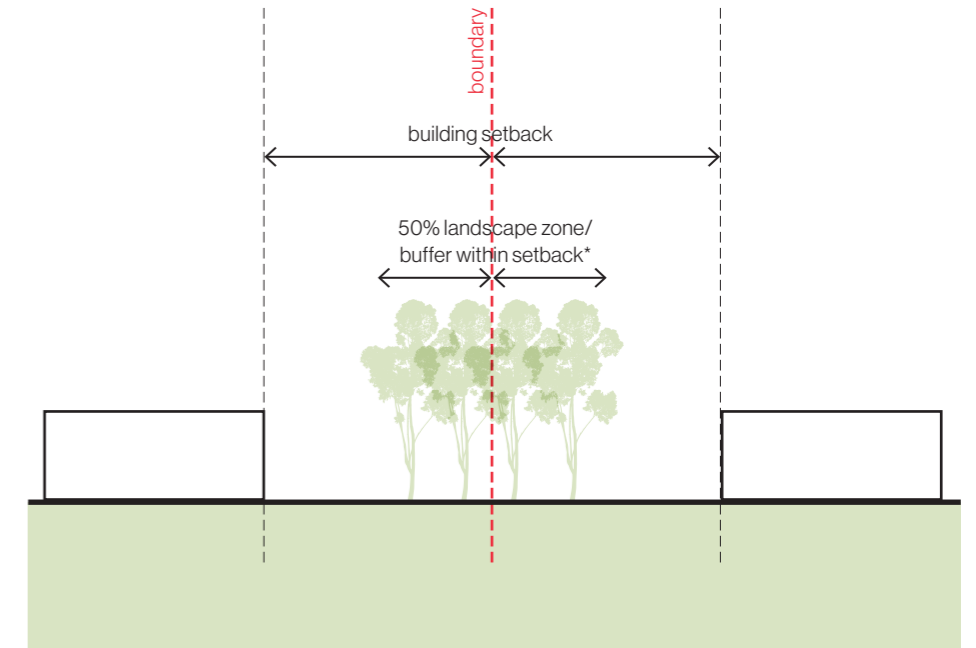


Diagram showing 50% landscape buffer/planting zone within the building setback. This will generally be aligned with the lot boundaries to continue the hedgerow planting that is typical of the area. Landscape within the setback should be supported with other landscape elements across the site to provide minimum 40% open space/landscape over the entire lot.



The buildings and structures of Boral Cement Works Berrima are well setback from existing road corridors and consists of a vegetation buffer which masks the visual impact of the complex. It is a good example of how setbacks and vegetation can be utilised to enhance and preserve landscape and greenery, whilst also reducing the visual scale and bulk of built form in a rural setting.

Landscape

The adjacent plan describes the approach to setbacks and landscape buffers. Further detail on landscape controls as they relate to future development is provided in section 4.5 Development and Built Form Strategy.

The plan also identifies areas with existing established vegetation and buffers, as well as areas considered for biodiversity conservation (DCP 2005). See 4.7 Environment, for further detail.

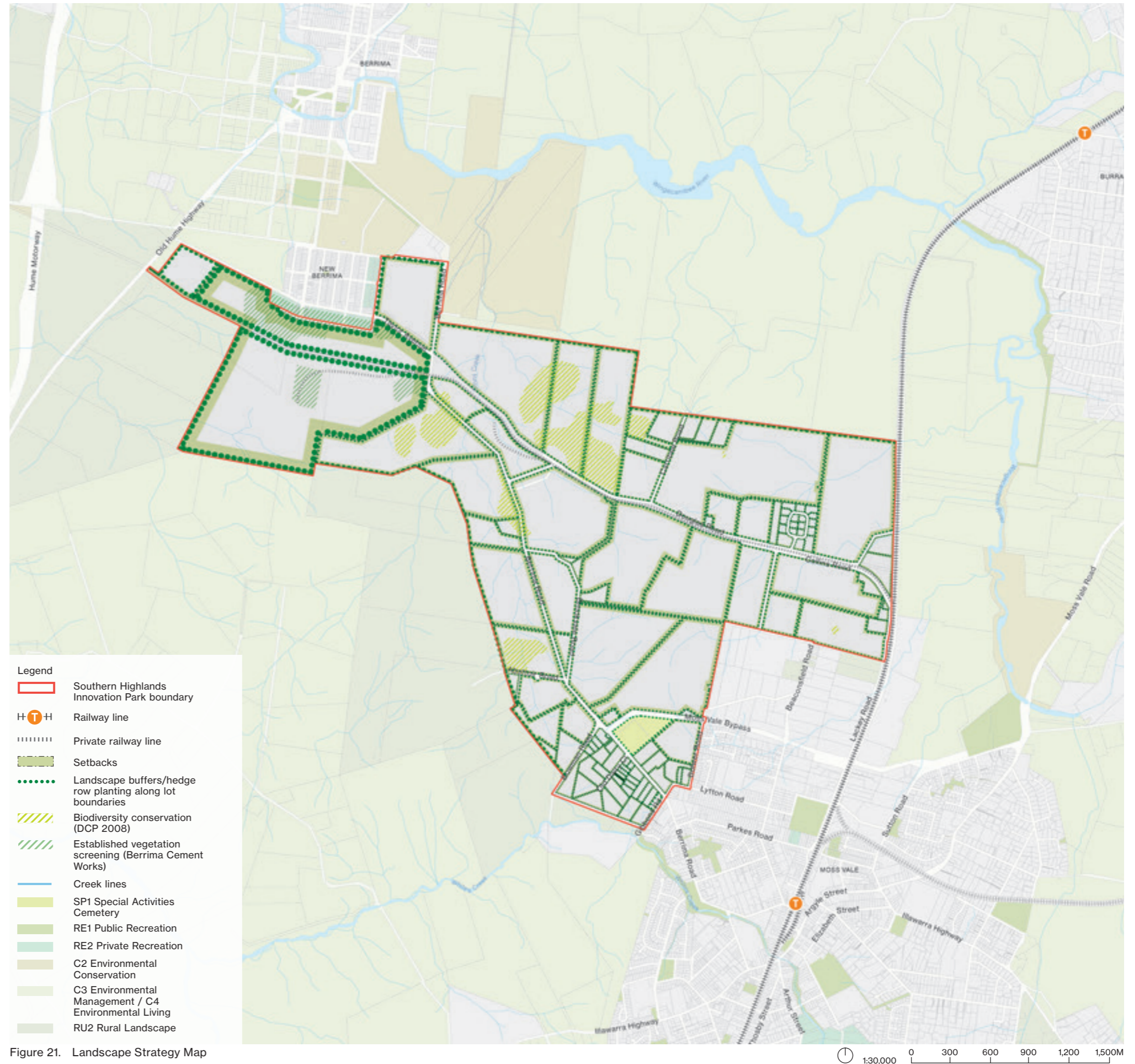


Figure 21. Landscape Strategy Map

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4.5 Development and Built Form Strategy

Design principles

- Create landscape buffers to preserve the 'green-in-between' new development. These are to be provided within the setbacks. The building setbacks and minimum widths for landscaped areas is based on lot size, road frontage and adjacent uses. See table on page 47 for more detail.
- Locate smaller and more compact development within the existing fine grain lot pattern at the southeastern end of the precinct, which aligns with the desired future character of this sub-precinct (see 4.9 Character precincts).
- Areas where there are environmental and scenic values, particularly through the centre of the precinct, to ensure that buildings have sufficient separation, landscape setbacks, buffers to creeks and areas of environmental sensitivity, generous 'green' vistas, and views to sky to preserve the distinct character of the Southern Highlands.
- Ensure built form integrates with the landscape including considering the tree line and vegetation buffering. Building heights to ensure that views to ridgelines within the SHIP be preserved.
- Development footprint to consider the topography and slope e.g. uses that may require larger floorplates to be located on flatter land, while smaller footprint buildings may be suitable on gently sloped areas.
- Where there are more than one building within the development, ensure that the buildings are well-separated with views to green, in between.
- Development to consider interfaces with adjacent uses outside the SHIP including rural zones, environmental zones and existing housing, and provide appropriate separation and landscape buffering.

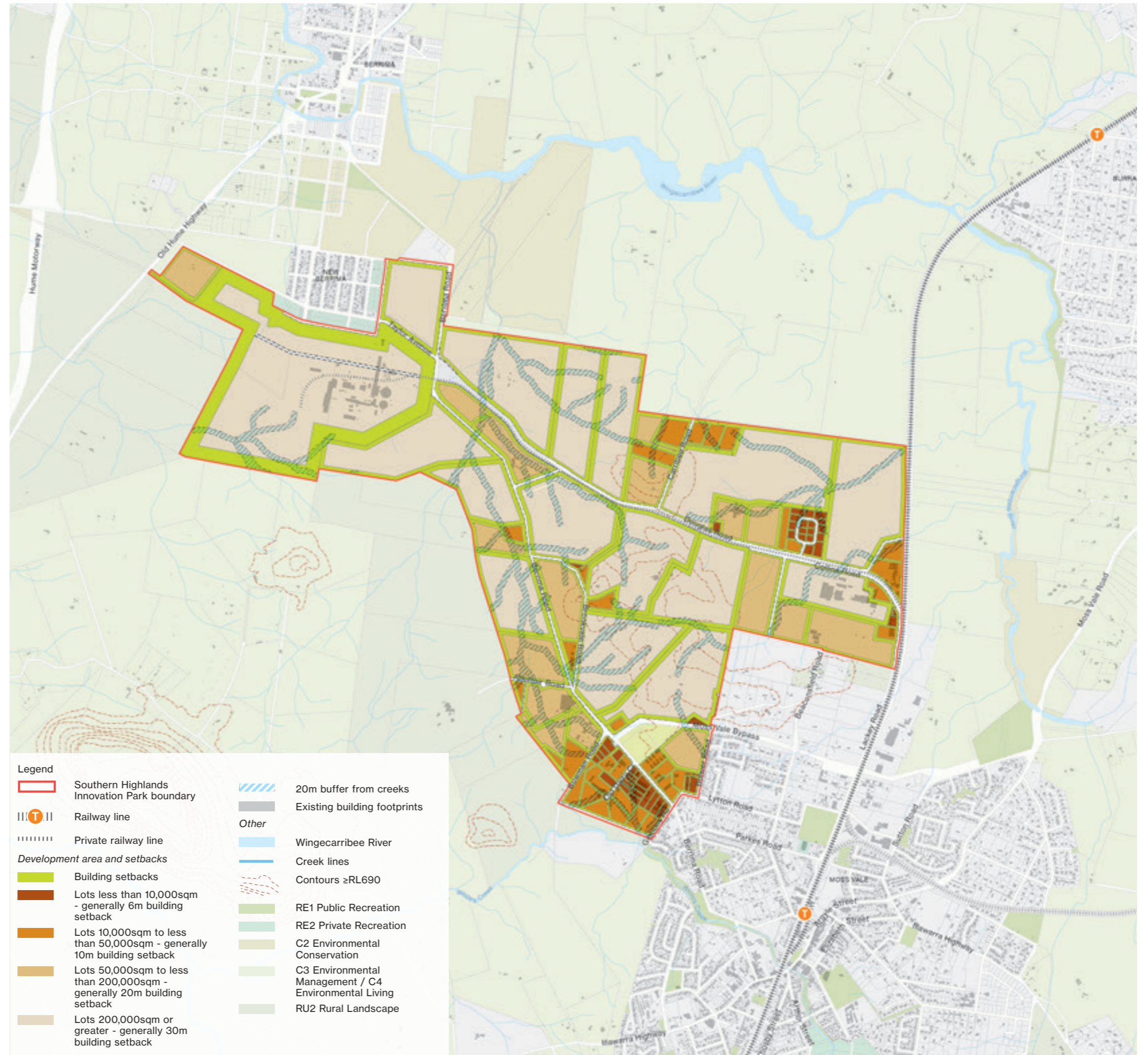


Figure 22. Development and Built Form Strategy Map

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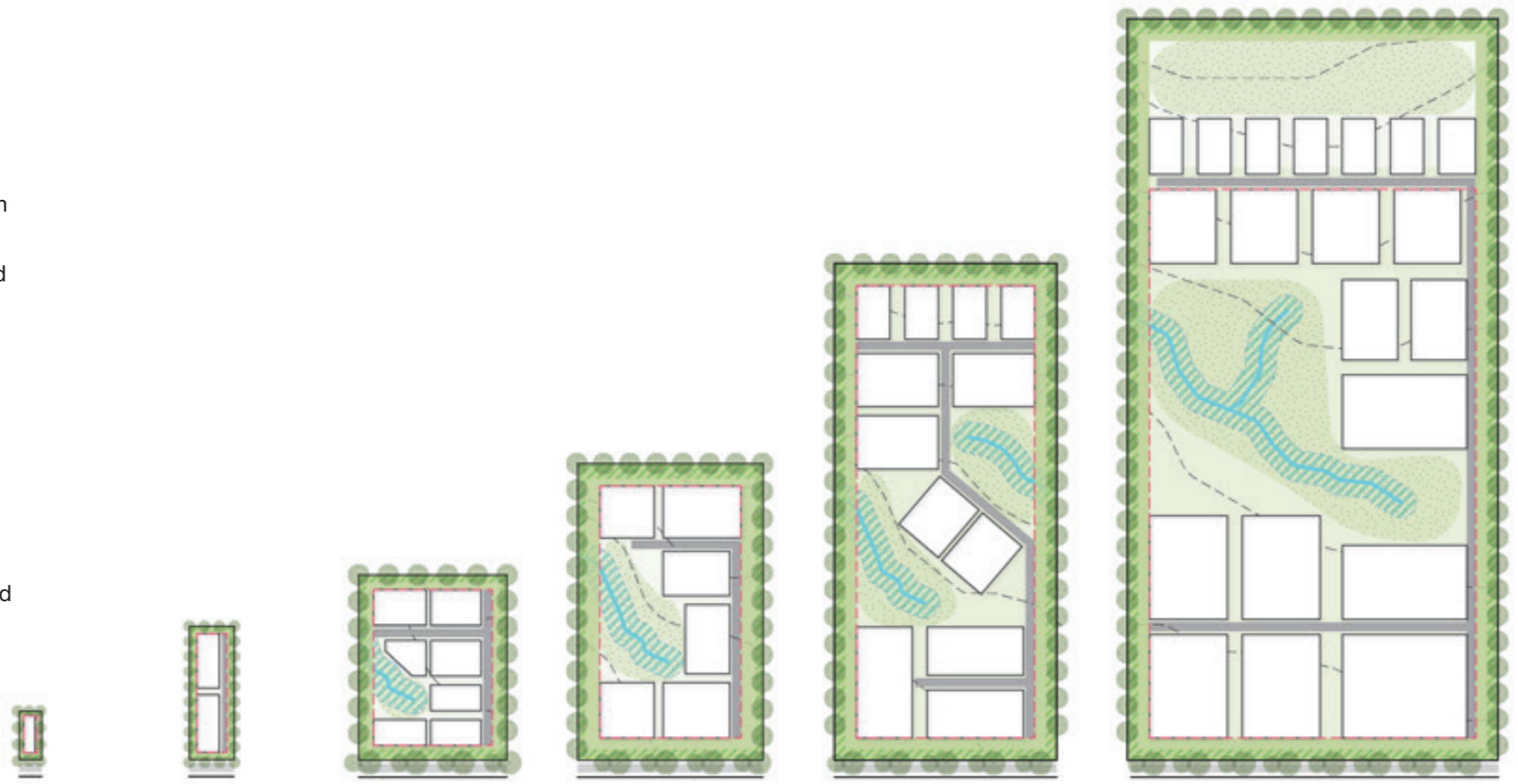
Development and Built Form Strategy

The following table and diagrams illustrate the approach to development controls based on typical lot sizes that exist within the SHIP. The general approach includes:

- 40% building footprint.
- Minimum 40% open space/landscape across the entire lot. This may be provided for example, within the setback/landscape buffer zones, along riparian corridors, and through open space and communal open spaces through the site.
- The setback zone has been reduced from the exhibited master plan, particularly for larger lots. This enables greater flexibility as to where landscape/open space can be provided, however a minimum 50% of the setback area should be landscaped. The remainder of the setback may be utilised for access, circulation, parking etc.

This is further described in the table of page 47.

Note the building footprints and configuration in the example sites shown adjacent are indicative and will vary based on building type and use, topography, interfaces and unique site conditions.



	2,000sqm	10,000sqm	50,000sqm	100,000sqm	200,000sqm	500,000sqm
Building footprint	40%	40%	40%	40%	40%	40%
Building setbacks (of which 50% is landscaped area/buffer)	50%	45%	35%	35%	30%	20%
Other - access and circulation, parking, light structures, open space	10%	15%	25%	25%	30%	40%
Open space/landscape across entire lot	40%	40%	40%	40%	40%	40%

Legend

- Lot boundary
- Development area
- Landscape buffers/setbacks
- Row tree planting along lot boundaries
- Creek lines
- 20m buffer from creeks
- Indicative building footprint
- Private access roads
- Public road
- Contours

Figure 23. Example development matrix

Development and Built Form Strategy

Approach to height - design principles

- Celebrate views to the ridgelines by limiting building height in areas with elevated topography above RL690.
- Consider configuration of buildings and separation between buildings to maximise views of the ridgeline.
- Proposed height:
 - Maximum 15m (approximately 3-4 storeys) within the proposed E3 Productive Support zone due to its location close to Moss Vale and ability to support a range of uses that may be accommodated in a taller/multi-storey built form e.g. retail, community and recreation facilities, function/events spaces, education facilities, hardware/building supplies, office spaces etc.
 - Maximum 12m (approximately 2-3 storeys) within the proposed E4 General Industrial and E5 Heavy Industrial precinct below RL690. This can support traditional single-storey warehouse-type structures, as well as multi-storey built form than can accommodate a range of new employment uses.
 - Development above RL690 limited to a maximum height of 8m (approximately 1-2 storeys).
 - Development on the ridgeline - above RL700 - limited to a maximum height of 5m (approximately 1 storey), and must not exceed the tree line.

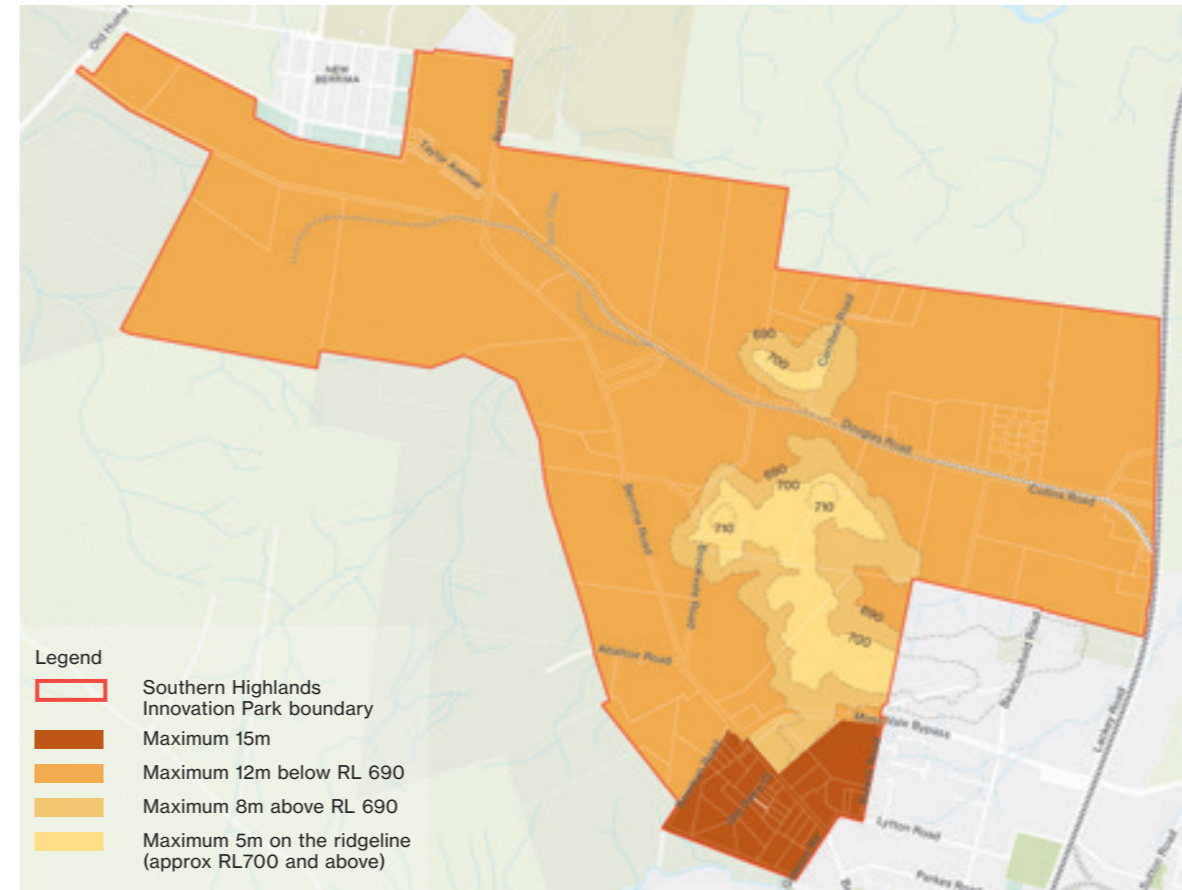


Figure 24. Diagram of where proposed maximum building heights may be applicable

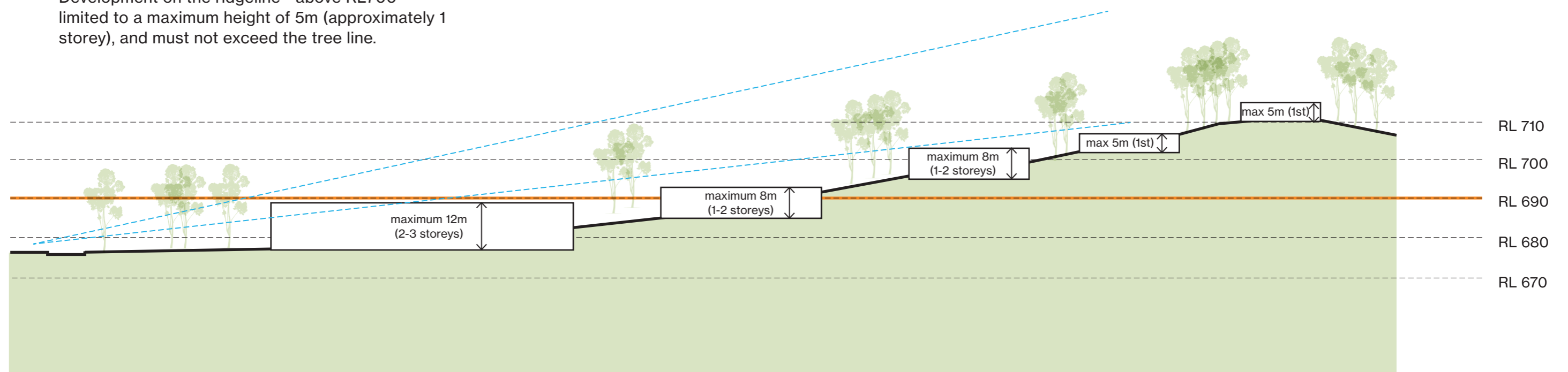


Figure 25. Indicative section - approach to building height

Development and Built Form Strategy

The proposed approach to built form and landscape controls are summarised adjacent.

These controls will be further refined in future as an amended Development Control Plan for the SHIP is developed.

Proposed built form and landscape controls	
Building footprint	40% of site area
Open space/ landscaped area	Approximately 40% of site area is landscaped area/open space across entire lot
Other	Remaining area may be access and circulation, parking, light structure etc.
Building setbacks	<p>General setbacks based on lot size</p> <ul style="list-style-type: none"> – Lots < 10,000sqm - generally 6m setbacks – Lots 10,000 sqm to < 50,000sqm - generally 10m setbacks – Lots 50,000sqm to < 200,000sqm - generally 20m setbacks – Lots 200,000sqm or greater - generally 30m setbacks <p>Additional setbacks based on road frontage or adjacent land use</p> <ul style="list-style-type: none"> – Minimum 30m setback to Berrima Road, apart from E3 zone where minimum setback is 10m – Minimum 20m setback to Moss Vale Bypass – Minimum 15m setback to all other public roads – 30m setback if adjoining a RU2 Rural Landscape, C2 Environmental Conservation or C3 Environmental Management zone <p>There may be special setback provisions for specific uses that may require additional buffering, such as Boral Cement Works.</p>
Landscape buffer within setback	<ul style="list-style-type: none"> – Minimum 50% of the setback area should be landscaped – Minimum 6m wide landscaped area along Berrima Road in E3 zone – Minimum 15m wide landscaped area along Berrima Road (outside of E3 zone) and Moss Vale Bypass – Minimum 10m wide landscaped area to all other public roads – Minimum 10m wide landscaped area to rear and side setbacks (apart from E3 zone and sites <10,000sqm), 20m if adjoining a RU2, C2 and C3 zoned land outside of the precinct
Height	<ul style="list-style-type: none"> – Up to 15m (3-4 storeys) in the E3 zone – Up to 12m (2-3 storeys) in the E4 and E5 zone below RL690 – Up to 8m (1-2 storeys) above RL690 – Up to 5m (1 storey) on the ridgeline (above RL700), and cannot exceed the tree line. <p>Development to also consider views to hilltops and be well-separated to allow for views to landscape between buildings.</p>

4.6 Views and Vistas

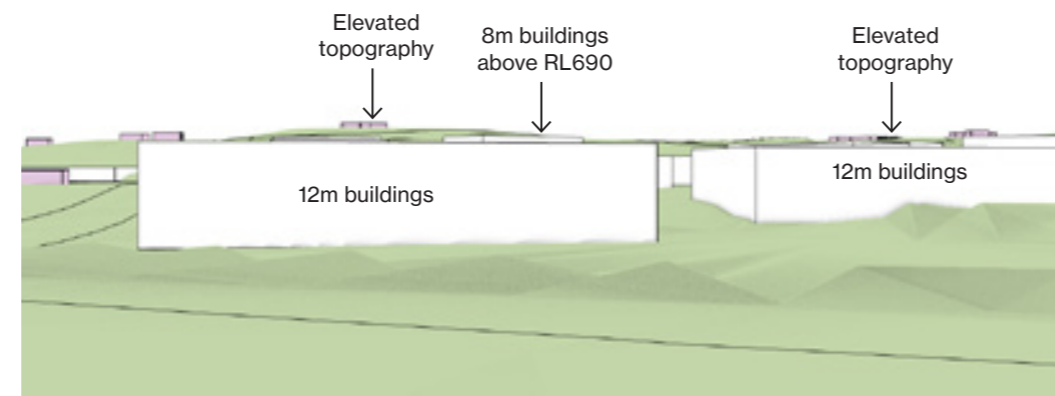
Design principles

- Celebrate views contained and framed by the elevated topography within the precinct as identified in the map on the following page. These elevated areas provide smaller visual catchments through the precinct from which to appreciate the local and landscape character.
- The landscape character of the precinct can often be appreciated through moving views, as one traverses through the precinct, which makes the location and configuration of new development important.
- Key principles to protect visual catchments include:
 - Ensure new development is well-separated to enable generous views between buildings to the elevated topography, particularly the tree line.
 - Limit new development to below the hilltop/tree line.
 - Utilise tree planting to provide visual landscaped buffers to new development, and to enhance the landscape character of the precinct.
- Retain the expansive views and vistas to the west and southwest beyond the precinct.

Examples of important vistas viewed from key roads within the precinct are described through the adjacent images. The indicative built form shown in the adjacent images provides an example of how the approach to building height and separation can retain views to the ridgeline.



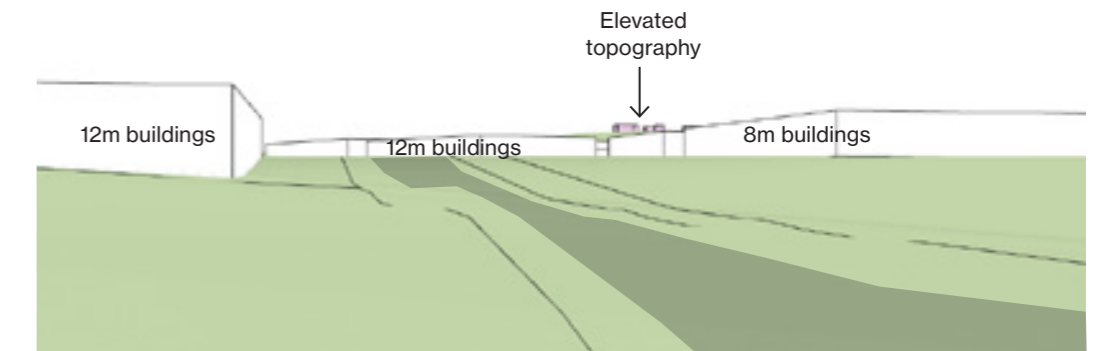
View from Berrima Road (near Bowman Road) looking northeast towards the existing elevated topography



Indicative development shown in white in the image above



View from Douglas Road (near Inghams Feedmill) looking southeast towards the existing hill tops.



Indicative built form shown in white in the image above

Views and Vistas

- Legend**
- Southern Highlands Innovation Park boundary
 - H T H Railway line
 - Private railway line
 - Landscape road corridors
 - Elevated topography-
Contours \geq RL690
 - * High points
 - 10m contours
 - ↔ Key vistas along major roads
 - ↔ View catchment (views framed by landscape)
 - 1 View location for photos on previous page
 - Glimpsed views through trees
 - Existing 'urban' views
 - Creek lines
 - SP1 Special Activities Cemetery
 - RE1 Public Recreation
 - RE2 Private Recreation
 - C2 Environmental Conservation
 - C3 Environmental Management / C4 Environmental Living
 - RU2 Rural Landscape
 - Existing building footprint

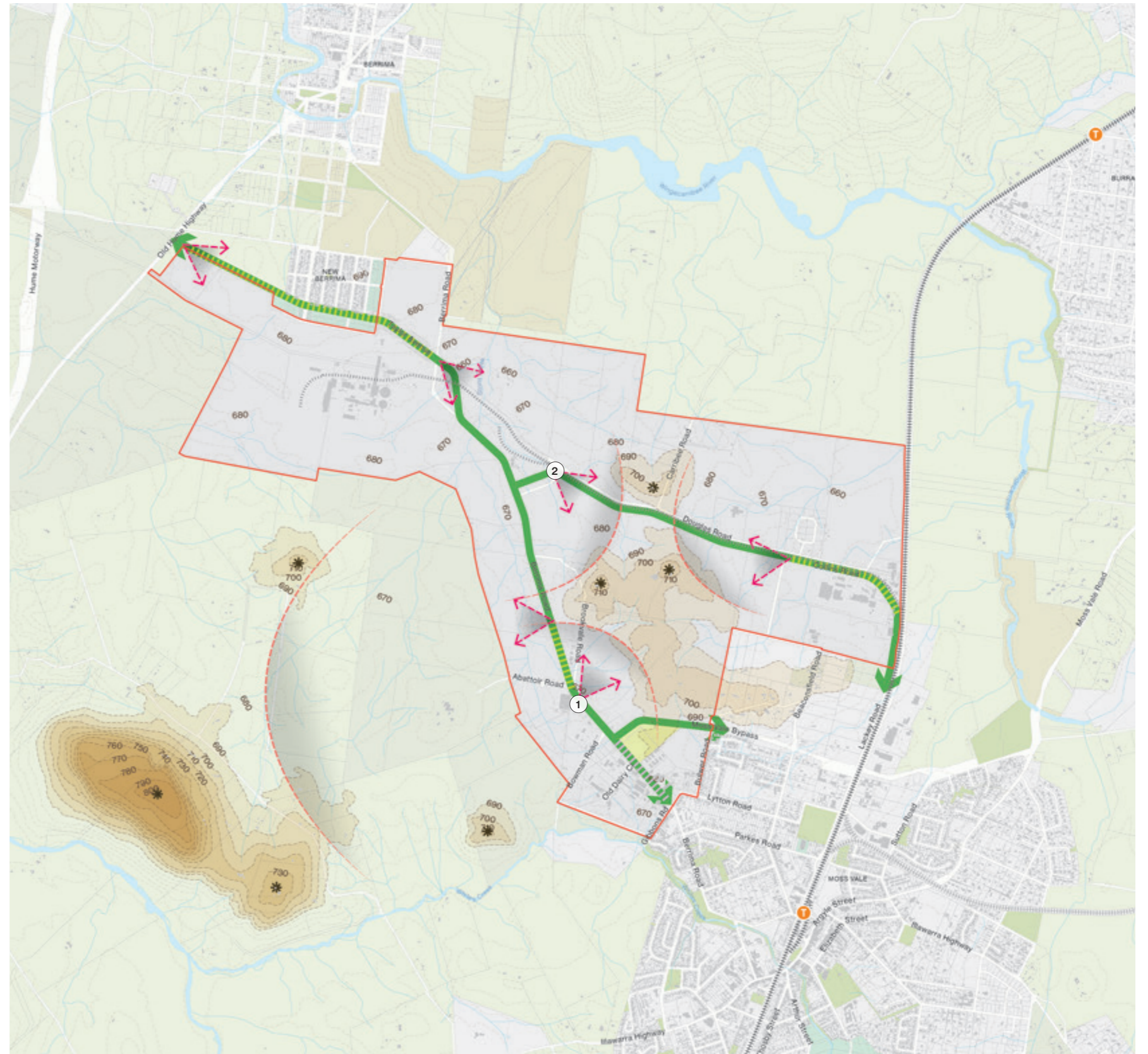


Figure 26. Views and Vistas Strategy Map

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4.8 Open Space and Green Links

Design principles

- Locate a new open space at the southeast portion of the precinct co-located with the new activity node / creative hub. Potential to create a public park as part of the grounds of the Moss Vale Cemetery (owned by WSC).
- Investigate shared use of sporting and recreation facilities at New Berrima Sports Ground.
- Support walking and cycling connections to the surrounding open space network.
- Explore opportunities for green connections to elevated areas at the centre of the precinct. Walking and running trails can be provided along landscape buffers. Investigate opportunities for recreational and retail attractors at the high points such as a sculpture park or arts trail, small cafe or restaurant.
- New development should provide opportunities for communal open space for workers and visitors, as well ensure that new streets and connections are of high amenity.

Examples of memorial parks as open space



Castlebrook Memorial Park, Rouse Hill (top) and Rookwood Cemetery (bottom) are examples that include publicly-accessible gardens and open space as part of its grounds.



Example of communal open space, landscape and walking and cycling links provided within development (Tonsley Innovation District)

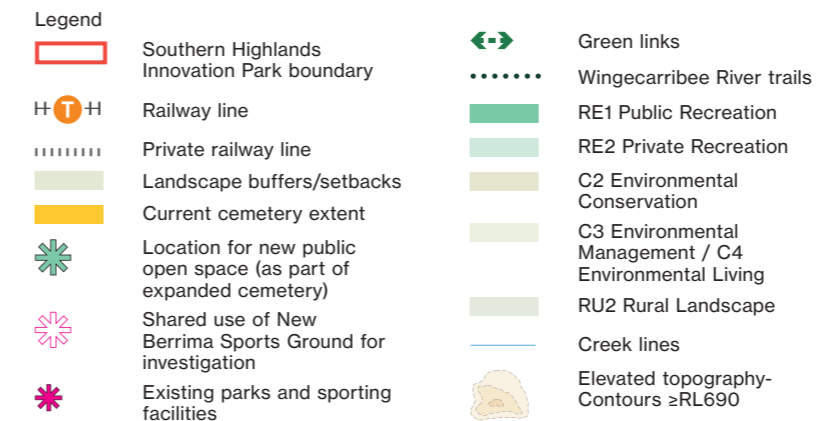
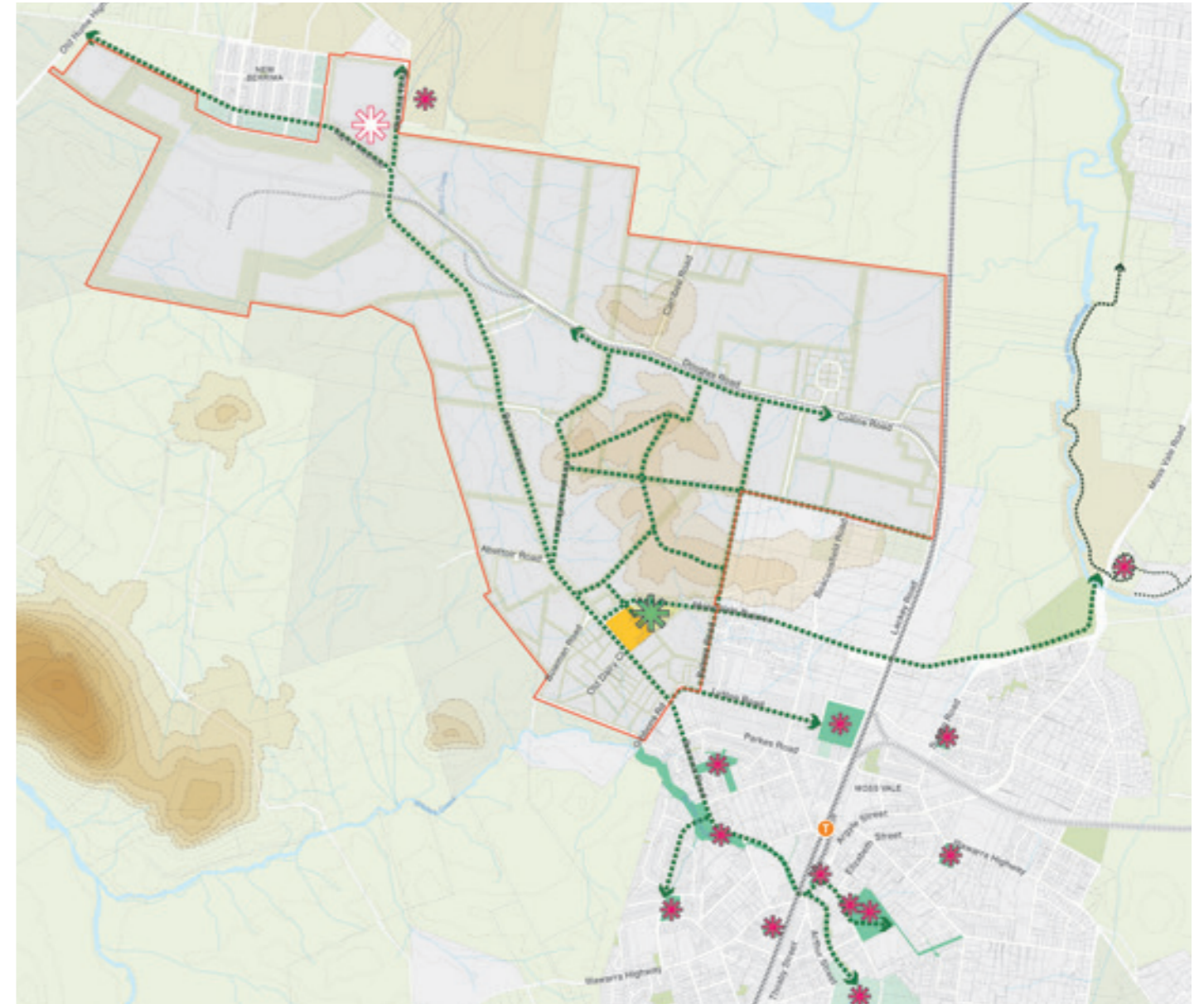


Figure 28. Open Space and Green Links Map

4.9 Character Precincts

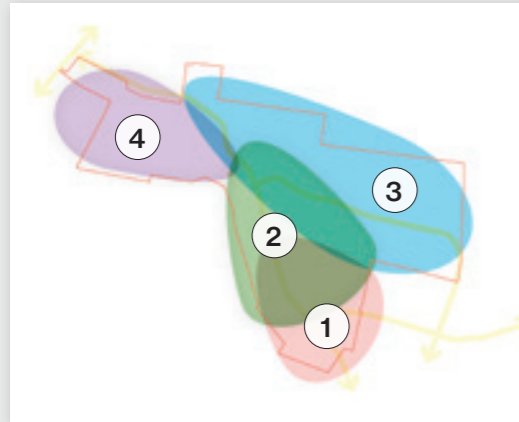


Figure 29. Character precincts (inset)



- Legend**
- Southern Highlands Innovation Park boundary
 - E3 Productivity Support
 - E4 General Industrial
 - E5 Heavy Industrial
 - SP1 Special Activities
 - ★ Existing key anchors
 - Character precincts

Figure 30. Land use and precincts maps

Land use and precincts

Four precincts have been identified that make up the Southern Highlands Innovation Park. The following factors have shaped the precincts:

- Location and access
- Environmental constraints
- Existing natural and built boundaries
- Existing anchor industries
- Potential for clustering and collaboration of similar industries

The precincts were also considered in relation to the existing and potential future land use zoning, which can enable the desired character and activities proposed within the master plan. The proposed land use zoning is shown adjacent with the character precincts dashed over. The extent of the character precincts are not firm but overlapping, and supports a range of uses and industries across the SHIP.

The following pages describes the future character and role of these precincts including land use, landscape and built form approach.



4 Heavy Industry and Construction Precinct



3 Research, Training & Advanced Manufacturing Precinct



2 Agribusiness/Agri-Innovation Precinct



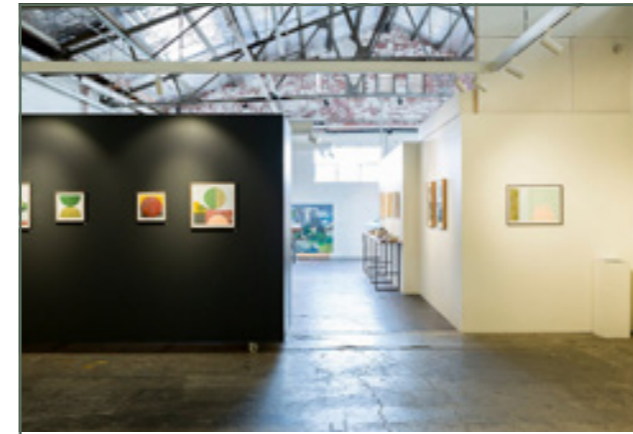
1 Activity Node/Creative Hub Precinct

Character Precincts

Activity Node/Creative Hub

Proposed zoning: E3 Productivity Support

The Activity Node/Creative Hub will build on the existing small businesses already within the precinct, while cultivating new creative industries and activation opportunities to create a cluster of activity that will become a new attractor for locals and visitors for the region, in close proximity to Moss Vale.



Opportunities

The Activity Node/Creative Hub can support a variety of uses and activities. The proposed land use zoning of E3 Productivity Support can enable these uses. Examples include:

- community facilities
- medical, health and wellbeing - GPs, gym, physiotherapy, yoga studio etc.
- hotel/motel accommodation
- flexible indoor and/or outdoor event spaces e.g. community events, markets
- function centres
- neighbourhood shops
- cafes and restaurants
- recreation facilities
- specialised retail
- local art gallery and maker spaces. Potential to be part of the Southern Highlands Art Trail and Australian Ceramics Open Studios
- plant nurseries
- hardware stores, agriculture suppliers

Design considerations

- 'Fine grain' type development on small lots to enable clustering of uses and activity that is of a pedestrian scale.
- Provide frontages that are activated i.e. retail uses, materiality of facades to create visual interest, glazed elements, to foster a precinct that is vibrant and welcoming.
- Build on the existing industrial built form character which includes warehouse typologies. Low-medium scale - 1 to 4 storeys.
- Lots adjoining residential uses in Moss Vale to provide sufficient setbacks and separation and consider any noise and pollution impacts.
- Minimise impact of vehicle access and car parking along the street frontage - locate parking to the side or rear.
- Enhance the streetscape character including providing high quality public domain to create a walkable precinct.

Character Precincts

Agribusiness/Agri-Innovation

Proposed zoning: E4 General Industrial

Situated at the centre of the SHIP, this precinct will expand on existing industries including the Livestock Exchange and Ingham's Feed Mill to provide new agribusiness and innovation opportunities that will enable productive use of the land while also retaining the rural landscape character that epitomises the Southern Highlands.



Opportunities

This precinct can support a variety of activities related to the agribusiness and agri-innovation industry. Retaining the current land use zoning of E4 General Industrial within this area can enable uses such as:

- Garden centres
- Warehouse or distribution centres
- Centralized local food and product packing/storage/processing facilities
- Cold storage
- Food related research facility
- Veterinary clinic
- Landscaping material supplies
- Plant nurseries
- Training programs in permaculture, aquaculture and sustainable food production.

Design considerations

- Locate low impact uses and minimise building footprint, to retain the environmental qualities and landscape character of the area.
- Enhance and encourage vegetation and habitat along riparian corridors and flood prone land.
- Utilise tree planting and vegetation to mitigate visual impact of built form, including along the rear and side boundaries, particularly adjoining environmental and rural zones.
- 1 to 3 storey built form. Ensure any new built form is below the tree line and elevated topography to retain landscape views.
- Opportunity for high quality architectural design that considers sustainable materials and processes, including timber and recycled materials that differentiates built form from a typical industrial shed.

Character Precincts

Research, Training and Advanced Manufacturing

Proposed zoning: E4 General Industrial

The Research, Training and Advanced Manufacturing Precinct will focus on creating a cluster of like-minded businesses to cultivate local knowledge and skills, and in the longer term attract innovative high-value businesses that can re-energise the region's economy. Its location close to Moss Vale also has the opportunity to form meaningful partnerships with surrounding research and education facilities across the Shire.



Opportunities

The precinct can build on the existing manufacturing and technology anchors, and provide a range of activities. Retaining the current land use zoning of E4 General Industrial within this area can enable uses such as:

- Industrial training facilities
- Research focused on agri-innovation, food technology, the equine industry, waste to energy transfer, advanced manufacturing technologies etc.
- Local assembly and manufacturing
- Advanced manufacturing
- Hardware, building and landscape suppliers
- Local distribution centres
- Information technology e.g. data centres

Design considerations:

- Opportunity for high quality architectural design that considers sustainable materials and processes, and differentiates built form from a typical industrial shed.
- Innovative facade articulation and materiality to create visual interest. Transparent/glazed elements can also create openness and to invite the community to interact with research.
- Provide outdoor spaces and communal areas for workers and visitors to enjoy.
- Utilise tree planting and vegetation to mitigate visual impact of built form, including along the rear and side boundaries, particularly adjoining environmental and rural zones.
- 1 to 3 storey built form. Ensure any new built form is below the tree line and elevated topography to retain landscape views.

Character Precincts

Heavy Industry and Construction

Zoning: E5 Heavy Industrial

This precinct will attract new high impact industries, expanding on the existing Boral Cement Works anchor asset. This can create a skilled construction, heavy manufacturing and engineering workforce that could circulate between operators and create longevity of the workforce. It will solidify the Shire as an important economic contributor of the region and the state.



Opportunities

The E5 Heavy Industrial zone is proposed to be retained and contained within the current zoned land, wholly owned by Boral Cement Works. There are opportunities to expand Boral's operations, as well as provide complimentary activities that may innovate the cement works industry. Opportunities within this precinct include:

- Expansion of the Boral Cement Works operations
- Local industrial waste recycling to localise waste-energy inputs for the concrete works
- Resource management
- Warehouse or distribution centres
- Industrial training facilities

Design considerations

- Retain existing generous landscape setbacks/buffer from adjoining roads. Existing and future building and structures and masked and nestled deep within landscape.
- Building design is more functional and utilitarian driven than other industries.
- Any taller structures to be built on level low lying land to minimise visual impact.



IMPLEMENTATION

5.1 Proposed LEP Amendments

Proposed land use zoning

Generally the land use zoning across the precinct is proposed to be retained, apart from a portion of land at the southeast of the precinct:

- ① E4 General Industrial retained across the majority of the area.
- ② E5 Heavy Industrial retained at the western portion of the precinct (Boral Cement Works) and a small area at the east of the precinct.
- ③ Change from E4 General Industrial to E3 Productivity Support on the land along Berrima Road between Bowman Road and Gibbons/Lytton Road.
- ④ SP1 Special Activities (Cemetery) retained which relates to Moss Vale General Cemetery.

Potential amendments to the Wingecarribee Local Environmental Plan and the Development Control Plan will be prepared and implemented by Council in the next stage of the planning process.

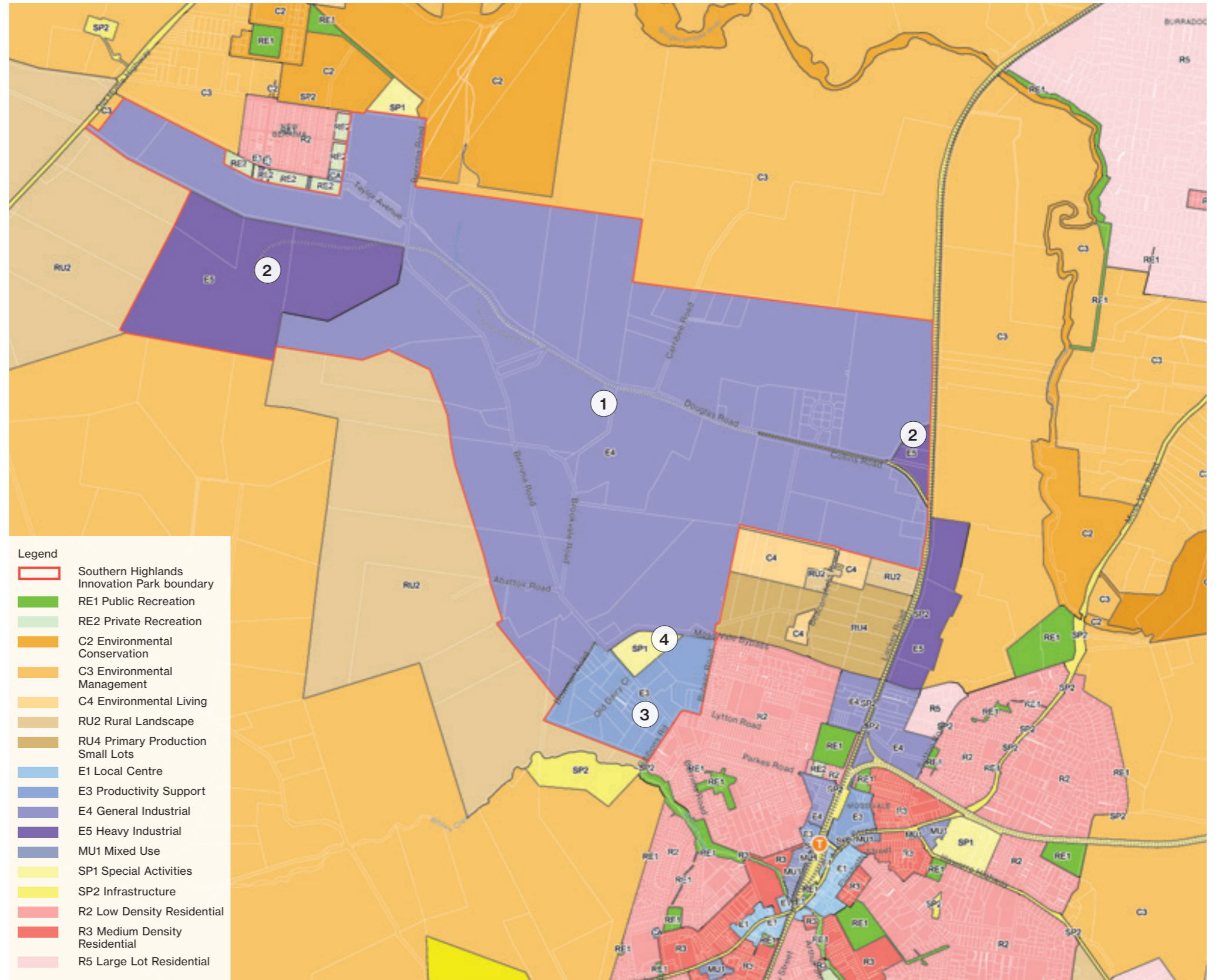


Figure 31. Proposed Lep Land Use Zoning

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5.2 Next Steps

Governance Strategy

As part of the preparation of a master plan, a Governance Strategy for the SHIP has been prepared by Astrolabe Group that guides the implementation for the project. This includes:

- Acknowledging that the realisation of the SHIP is a long term process, and understanding the stages that will be required to facilitate its delivery. This is described in the diagram adjacent.
- Identifying the key stakeholders including government, landowners, industry, business and community, and their roles and responsibilities to ensure there is a shared vision, coordinated efforts and accountability.
- Outlining what activities and actions needs to happen at each stage that may facilitate the precinct in achieving short, medium and long-term goals.

See the Southern Highlands Innovation Park Governance Strategy (Astrolabe Group 2024) for further detail.

Three stages of implementation

Most certain

① Advocacy, attraction, investment

- Attract business, investment and employees
- Engage with landholders, developers, government

② Implementation and servicing

- How the governance structure will be implemented alongside the development of the master plan
- Servicing and construction (infrastructure/built form)

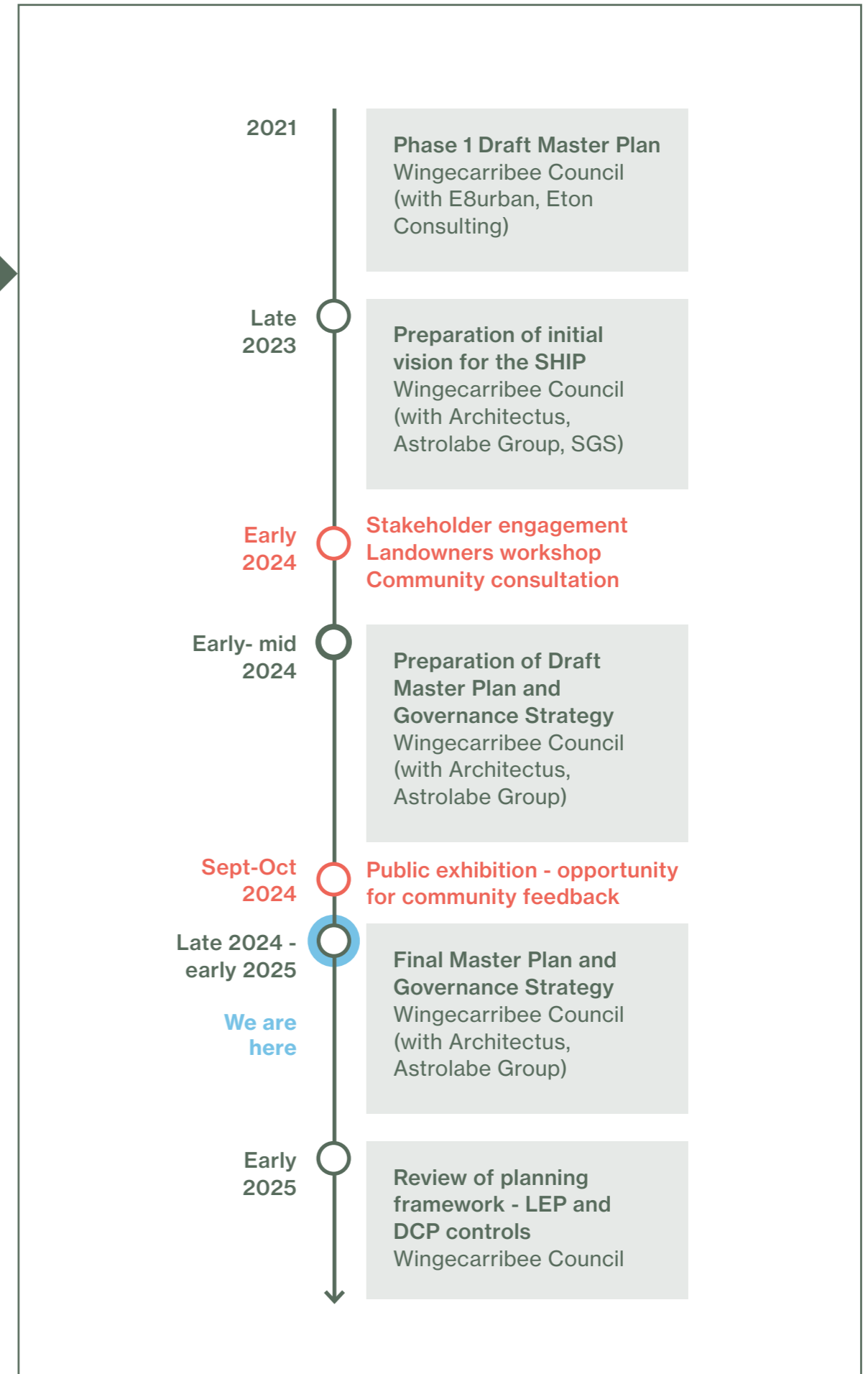
③ Future operational state

- How governance will be operated once the site becomes operational
- Aspirational

What's next in the planning process

Following the public exhibition and review of community and stakeholder submissions, the Master Plan report and Governance Strategy report have been refined and finalised.

The Southern Highlands Innovation Park project will be reported to Council in early 2025, after which, if endorsed, a review of the planning framework will be undertaken. This will include land re-zoning and any planning provisions under the LEP, and the preparation of an updated DCP that reflects the objectives of the master plan and will help guide future development outcomes within the SHIP.



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