

**20 WILLOWBANK ROAD, EAST ALBURY**

DRAFT

## **20.1 INTRODUCTION**

This Part of the *Albury Development Control Plan 2010* (ADCP 2010) sets out specific requirements that must be addressed to the satisfaction of Council as the consent authority for future development proposed on land south of Willowbank Road in East Albury. This Part is included in the ADCP 2010 in response to the requirements of Section 7.11 of the *Albury Local Environmental Plan 2010* (ALEP 2010).

## **20.1 OBJECTIVES**

The objectives of this Part are to ensure that the development of the land to which this Part applies:

- *is undertaken with minimal environmental impact;*
- *has minimal impact on the amenity of nearest residents;*
- *is provided with the necessary infrastructure;*
- *protects and manages areas of Aboriginal cultural sensitivity;*
- *implements a landscaped environment that provides a level of amenity for both users of the land and those to whom it is visible;*
- *provides a built environment that contributes positively to visual amenity; and*
- *manages stormwater to minimize downstream impacts on water quality.*

## **20.2 LAND TO WHICH THIS PART APPLIES**

This Part of the ADCP 2010 applies to land in Willowbank Road, East Albury as shown on the plan below ("the subject land"). At the time of commencement of this Part, the subject land was described as Part Lot 156, DP 753326, Part Lot 2, DP 999814 and Part Lot 37, DP 1007315.



### 20.3 COMMENCEMENT

This Part of the ADCP 2010 commences on [DATE].

### 20.4 RELATIONSHIP WITH THE ALEP 2010

Section 7.11 of the ALEP 2010 is titled **Development requiring the preparation of a development control plan—Willowbank Road, East Albury.**

The objective of the section is “*to ensure that development on certain land occurs in accordance with a site-specific development control plan*”, which in this case is the subject land.

Section 7.11(3) of the ALEP 2010 requires that prior to development consent being granted for development on the subject land that a Development Control Plan is prepared. Part 20 of the ADCP 2010 is the response to this requirement for a Development Control Plan that specifically applies to the subject land.

Section 7.11(4) of the ALEP 2010 sets out the provisions to be included in the Development Control Plan.

Section 7.12 of the ALEP 2010 is titled **Groundwater—Willowbank Road, East Albury.**

The objectives of the section are “*to maintain the hydrological functions of key groundwater systems*” and “*to protect groundwater resources from depletion and contamination as a result of*

*development*” which in this case is the subject land.

Sections 7.12(3) and 7.12(4) set out the matters relating to groundwater Council must consider when assessing a development application for the subject land, including the implementation of prescribed measures to “*avoid, minimise or mitigate the impacts of the development.*” Section 7.12 (5) then sets out the matters Council must be satisfied with in regard to groundwater before granting consent.

**Notation:** The requirement for a Development Control Plan prior to development consent can only apply to development for which development consent is required.

## **20.5 RELATIONSHIP WITH OTHER PLANS AND POLICIES**

To the extent it is relevant, this Part should be read in conjunction with other Parts of the ADCP 2010 and in particular Part 12 relating to development in the industrial zones.

Where the specific requirements of this Part are inconsistent with those in another Part of the ADCP 2010, the requirements of this Part will prevail to the extent of the inconsistency.

**Notation:** The requirements cannot prohibit any development that is permissible under an environmental planning instrument.

## **20.6 MATTERS TO BE ADDRESSED**

The provisions specified to be included in the Development Control Plan by Section 7.11(4) of the ALEP 2010 are:

- a) *an audit of infrastructure requirements, and measures for facilitating the meeting of those requirements, including reticulated water, drainage, sewerage and road networks;*
- b) *investigation and identification of existing Aboriginal cultural heritage resources and appropriate management and mitigation measures;*
- c) *an overall landscape strategy that details landscaping requirements to assist in providing appropriate outcomes with surrounding land that improves the general aesthetics and protects and assists visual amenity;*
- d) *detailed urban design controls that establish future outcomes and expectations for development of the site, including a minimum setback of 100 metres from the Murray River; and*
- e) *stormwater management measures, including water sensitive urban design principles.*

In addition to these provisions, Council is required to consider any development application against the following matters under Section 7.12(3) of the ALEP 2010:

- a) *the likelihood of groundwater contamination from the development (including from any*



- on-site storage or disposal of solid or liquid waste and chemicals),*
- b) any adverse impacts the development may have on groundwater dependent ecosystems,*
  - c) the cumulative impact the development may have on groundwater (including impacts on nearby groundwater extraction for a potable water supply or stock water supply),*
  - d) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

To satisfy subsection d), requires:

- a) the construction of a second monitoring bore on the land, and*
- b) the establishment of relevant groundwater parameters as baseline groundwater quality conditions.*

Section 7.12(5) of the ALEP 2010 also prevents Council from granting consent to a development application unless it is satisfied that:

- a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or*
- b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or*
- c) if that impact cannot be minimised—the development will be managed to mitigate that impact.*

Some of these matters duplicate objectives and controls already contained in ADCP 2010 and particularly those in Part 12 relating to development within industrial zones. Accordingly, where elements of the specific requirements for a Development Control Plan expressed in Section 7.11(4) of the ALEP 2010 are already required by the ADCP 2010, they will be cross referenced to avoid repetition. This cross referencing combined with objectives and controls unique to the subject land, satisfies the requirements for a Development Control Plan under Section 7.11(3) of the ALEP 2010.

**Notation:** The requirements of the Development Control Plan can only apply to development for which development consent is required.

## **20.7 INFRASTRUCTURE AUDIT**

### **Provision**

An audit of infrastructure requirements, and measures for facilitating the meeting of those requirements, including reticulated water, drainage, sewerage and road networks.

### **Matters to be addressed**

To satisfy the infrastructure audit provision, the following matters must be addressed as part any development application:

## **Roads**

- *The capacity of the existing road network to accommodate the volume and type of traffic generated by the development.*
- *The impact of traffic generated by development on the function of the Willowbank Road/Schubach Street and East Street/Schubach Street intersections.*
- *The impact of traffic generated by development on the safety of cyclists and pedestrians in Schubach Street and Willowbank and Doctors Point Roads.*
- *The need for road upgrades resulting from the type and volume of traffic generated by the development.*
- *The cost of any road works required as a result of development.*
- *The design of any road works required as a result of the development.*
- *The environmental impact of any road works and the means of ameliorating any detrimental impacts.*

## **Sewerage**

- *The capacity of the existing sewerage network to accommodate the volume of wastewater generated by the development.*
- *Whether any trade waste is proposed to be disposed to sewer.*
- *Details of any augmentation works required as a result of the development.*
- *The staging of any augmentation works.*
- *The cost of any augmentation works required as a result of the development.*
- *The environmental impact of any works to sewerage infrastructure and the means of ameliorating any detrimental impacts.*

## **Water**

- *The capacity of the existing reticulated network to accommodate the demand generated by the development.*
- *Details of any augmentation works required as a result of the development.*
- *The staging of any augmentation works.*
- *The cost of any augmentation works required as a result of the development.*
- *The environmental impact of any works to water infrastructure and the means of ameliorating any detrimental impacts.*

## **Drainage**

- *The capacity of the existing drainage network to accommodate the stormwater generated by the development.*
- *Details of any augmentation works required as a result of the development.*
- *The staging of any augmentation works.*
- *The cost of any augmentation works required as a result of the development.*
- *The environmental impact of any works to drainage infrastructure and the means of ameliorating any detrimental impacts.*

The following plans (Infrastructure Audit Plan – Willowbank Road Industrial Subdivision – Drawing no 1132 – Sheet 1-10) have been prepared in response to these requirements and any

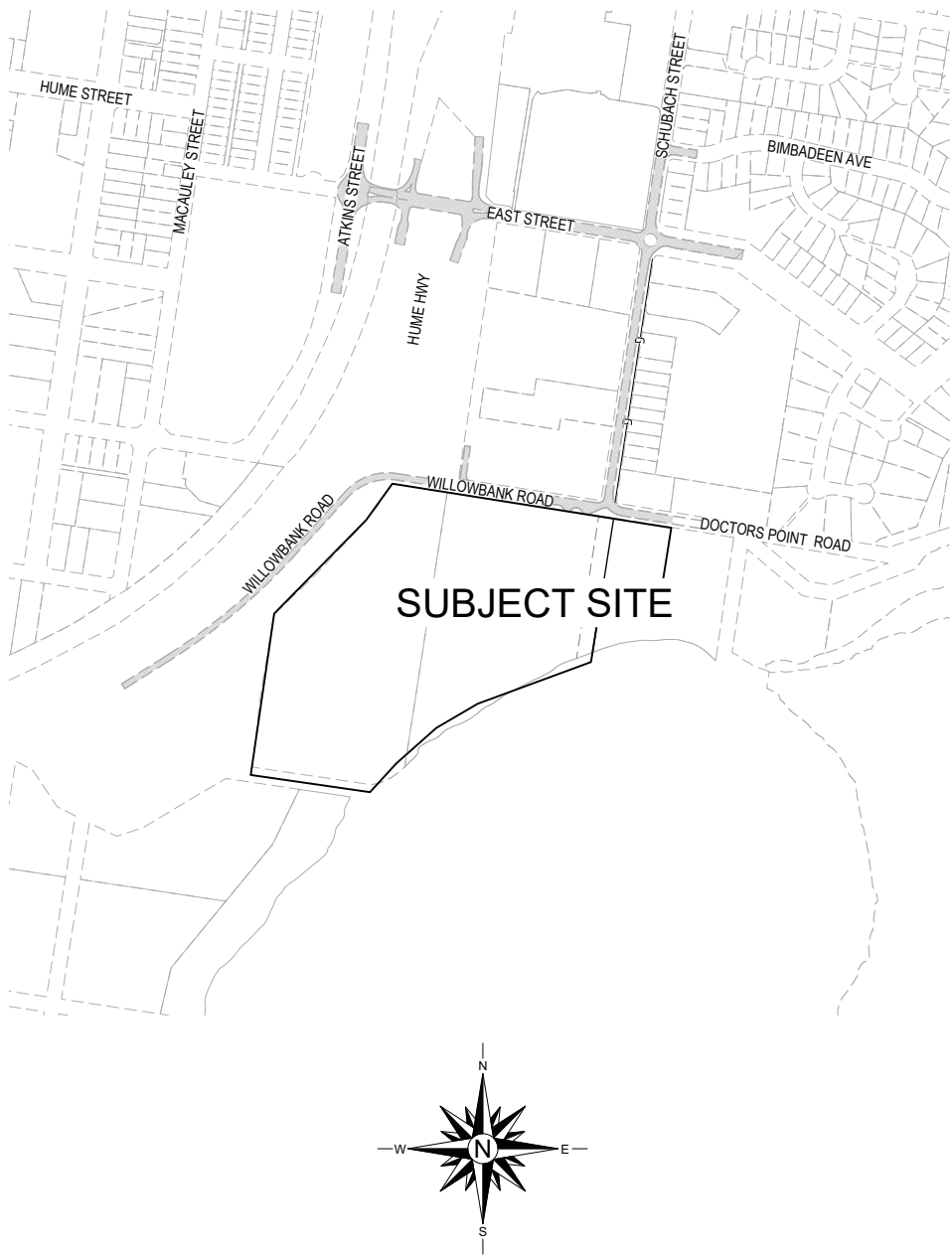
development of the subject land must be undertaken generally in accordance with these plans.

**Notation:** Note that the lot layout shown on plans for the subject land is indicative only and prepared solely for the purposes of addressing the provisions of Section 7.11 of ALEP 2010.

DRAFT

# WILLOW BANK ROAD INDUSTRIAL SUBDIVISION

ALBURY  
DRAWING NUMBER : 1132  
DEVELOPMENT CONSENT No: -



| SHEET INDEX |                                      |             |      |
|-------------|--------------------------------------|-------------|------|
| SHEET NO.   | DESC                                 | DWG. NO     | REV. |
| 1           | COVER SHEET                          | 1132 G02.1  | A    |
| 2           | TRANSPORT PLAN - EXISTING CONDITIONS | 1132 G02.2  | A    |
| 3           | TRANSPORT PLAN - STAGED WORKS        | 1132 G02.3  | A    |
| 4           | WATER PLAN - EXISTING CONDITIONS     | 1132 G02.4  | A    |
| 5           | WATER PLAN - STAGED WORKS            | 1132 G02.5  | A    |
| 6           | SEWER PLAN - EXISTING CONDITIONS     | 1132 G02.6  | A    |
| 7           | SEWER PLAN - STAGED WORKS            | 1132 G02.7  | A    |
| 8           | DRAINAGE PLAN - EXISTING CONDITIONS  | 1132 G02.8  | A    |
| 9           | DRAINAGE PLAN - STAGED WORKS         | 1132 G02.9  | A    |
| 10          | UTILITIES PLAN                       | 1132 G02.10 | A    |

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| B | COUNCIL COMMENTS  | RP  | 18/01/21 |
| A | ISSUED TO COUNCIL | RJP | 17/09/20 |

**WARNING**

BEWARE OF UNDERGROUND SERVICES  
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The location of underground services, where shown,  
are approximate only.

All authorities must be contacted prior to  
construction to determine the exact location  
of all underground services.

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WILLOW BANK ROAD INDUSTRIAL SUBDIVISION

INFRASTRUCTURE AUDIT PLAN

COVER SHEET

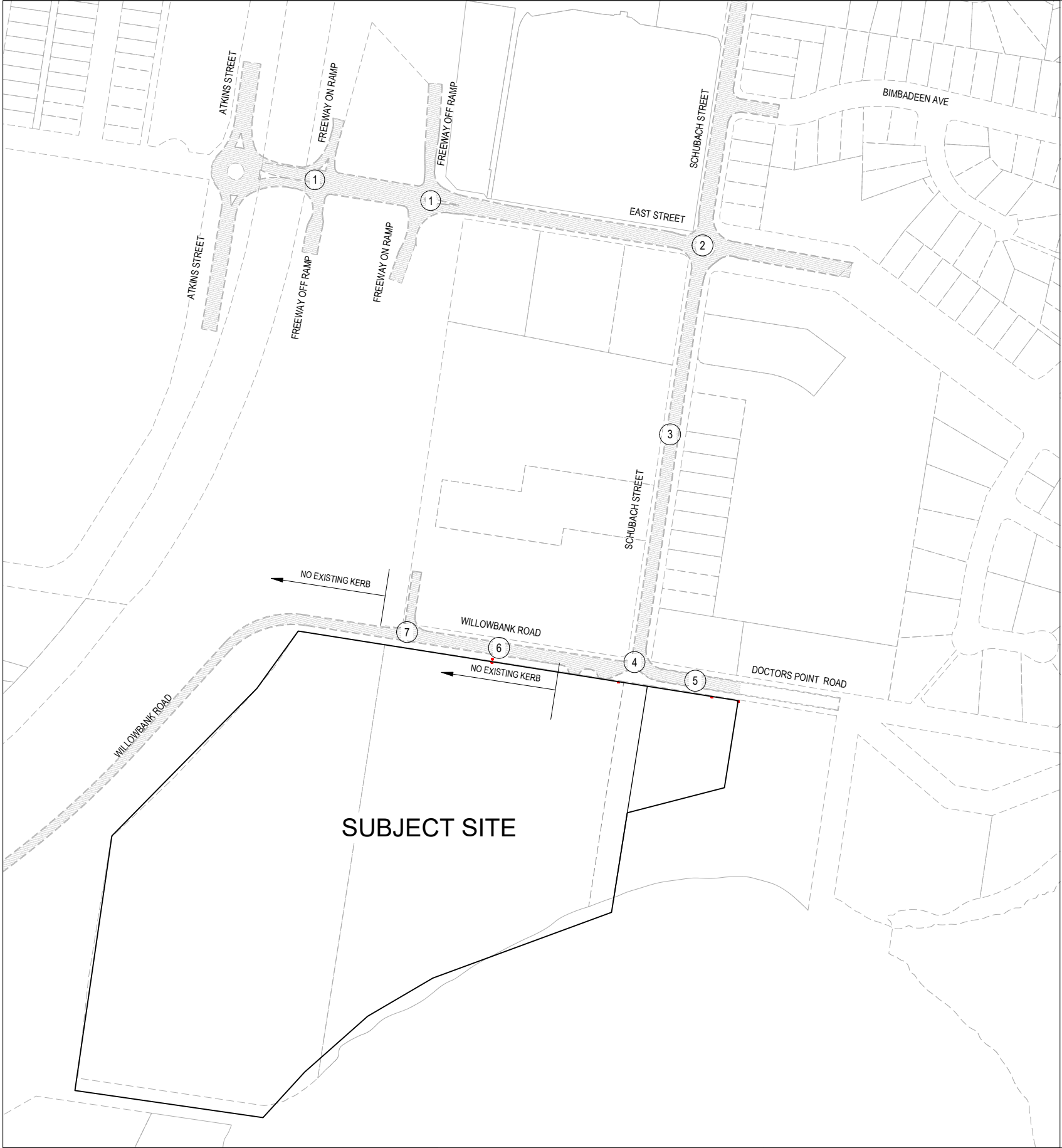
SHEET INDEX

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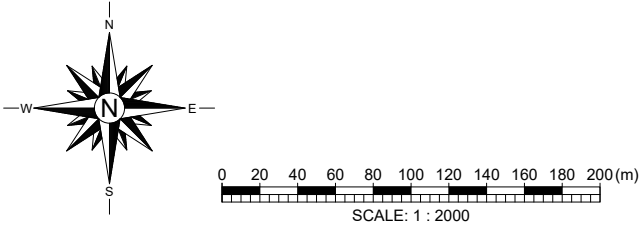
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INFRASTRUCTURE AUDIT  
TRANSPORT PLAN, EXISTING CONDITIONS

1. EAST STREET / HUME FREEWAY INTERCHANGE
2. EAST STREET / SCHUBACH STREET ROUNDABOUT
3. SCHUBACH STREET
4. WILLOWBANK ROAD / SCHUBACH STREET / DOCTORS POINT ROAD INTERSECTION
5. DOCTORS POINT ROAD
6. WILLOW BANK ROAD
7. PROPOSED ENTRANCE TO SUBDIVISION

- NOTES:
1. EAST STREET / HUME FREEWAY INTERCHANGE
    - The review of traffic impacts notes that any upgrades to the freeway interchange are the responsibility of the mains road authority, in this case the RMS, not the developer or the Council. The review suggests that the current configuration operates at a reasonable level of service however presently experiences some deteriorated in level of service for specific turning movements in peak times. The level of service at peak times is predicted to further deteriorate over time due to organic traffic growth in the city regardless of further industrial development in Willowbank Road. The RMS are the responsible authority for monitoring, adjusting signalling and implementing any possible reconfiguration of lanes as demand requires
  2. EAST STREET / SCHUBACH STREET
    - The review of traffic impacts suggests that this intersection will not require any further upgrades
  3. SCHUBACH STREET
    - The review of traffic impacts suggests that this street will not require any further upgrades
  4. WILLOWBANK ROAD / SCHUBACH STREET / DOCTORS POINT ROAD INTERSECTION
    - Is proposed to be upgraded as subdivision occurs
  5. DOCTORS POINT ROAD
    - Existing
  6. WILLOWBANK ROAD
    - Is proposed to be upgraded along the frontage of proposed subdivision
  7. PROPOSED ENTRANCE TO SUBDIVISION
    - Will be required as subdivision occurs at this location



NOTE:

- All traffic recommendations have been taken from:  
Review of Traffic Impacts  
Willowbank Road  
Industrial Subdivision  
Willowbank Road, East Albury, NSW  
Revision F, October 2017  
Prepared by Peter Meredith Consulting

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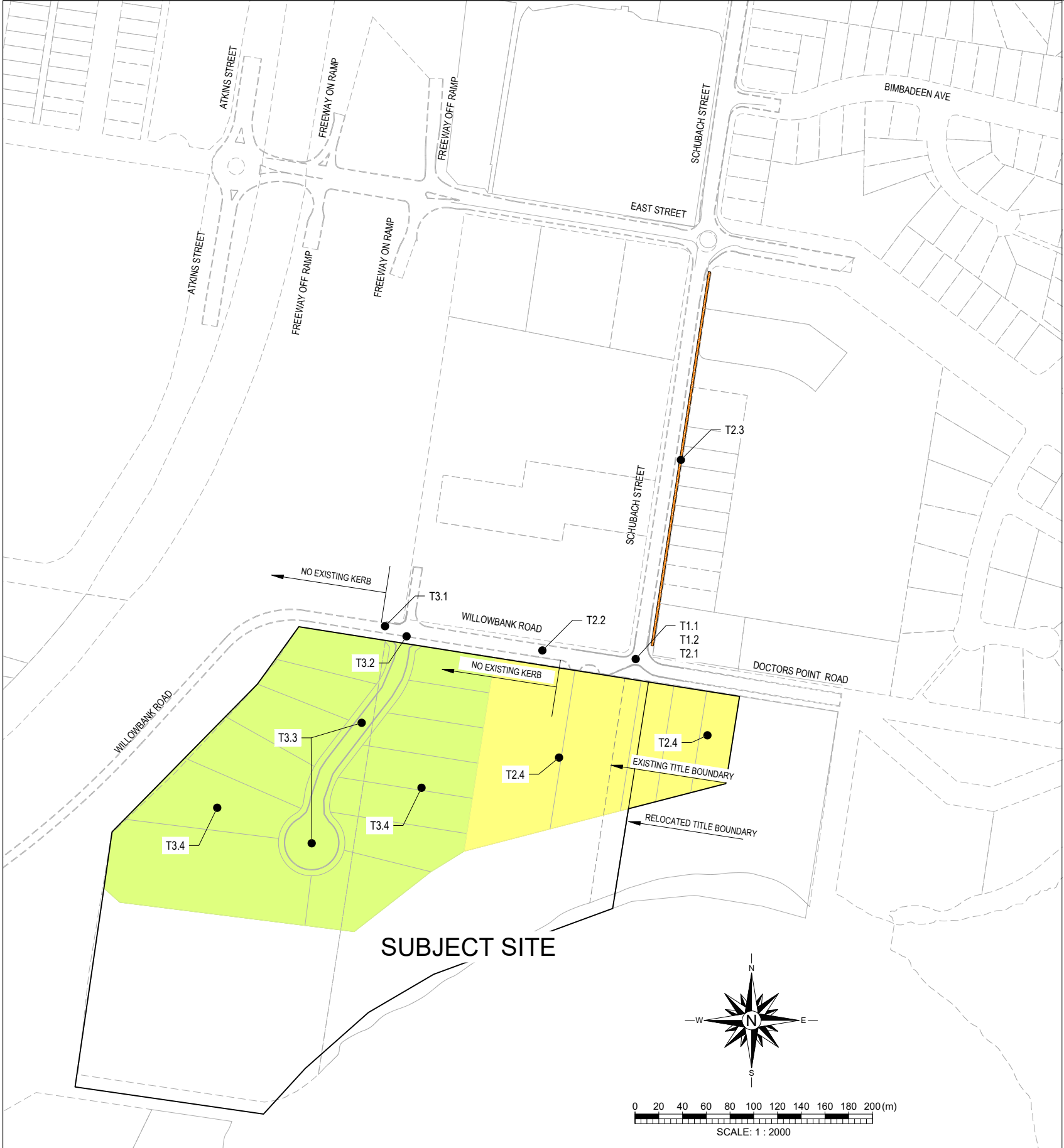
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| WILLOW BANK ROAD INDUSTRIAL SUBDIVISION |                |                |        |
| INFRASTRUCTURE AUDIT PLAN               |                |                |        |
| TRANSPORT PLAN                          |                |                |        |
| EXISTING CONDITIONS                     |                |                |        |
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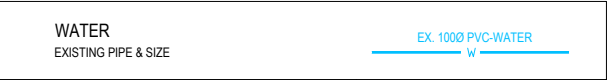
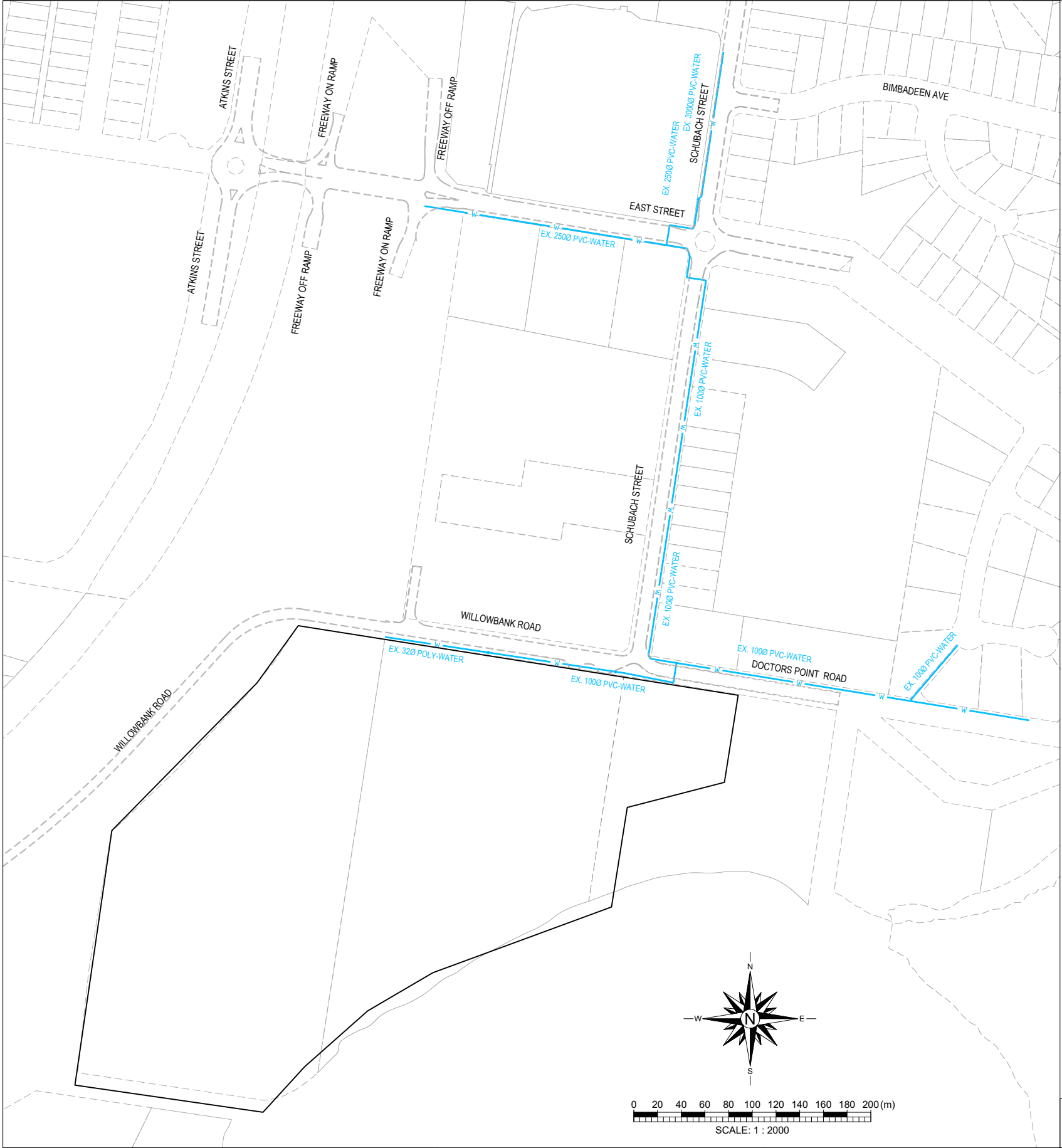
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WILLOW BANK ROAD INDUSTRIAL SUBDIVISION  
INFRASTRUCTURE AUDIT PLAN  
TRANSPORT PLAN  
PROPOSED STAGED WORKS



| 1132 Willowbank Road Infrastructure Audit.xlsx |  |                |
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| 1132 Willowbank Road Industrial Estate         |  |                |
| Infrastructure Audit                           |  |                |
| Revision C                                     |  |                |
| 3-Feb-21                                       |  |                |
| Stage 1  | Boundary realignment and change of use only, no additional lots  |                |
| Stage 2  | Develop Willowbank Industrial Estate East, approximately 5 lots  |                |
| Stage 3  | Develop Willowbank Industrial Estate West, approximately 13 lots   |                |
| Infrastructure category                        | Infrastructure Item  | Responsibility |
| Transport                                      |  |                |
| T1.1   | Design intersection of Willowbank and Doctors Point road, determine land acquisition requirements to inform boundary realignment / creation of road reserve.                               | Developer      |
| T1.2   | Obtain development consent to a boundary realignment and change of use, prepare boundary realignment plans.  | Developer      |
| T2.1   | Construct Roundabout at the intersection of Willowbank Road and Doctors Point Road.  | Developer      |
| T2.2   | Design and Construct road widening of Willowbank Road along the frontage of Stage 2, from the Willowbank Road Doctors Point Roundabout to limit of Stage 2 development, approximately 120m | Developer      |
| T2.3   | Design and construct Schubach Street footpath from Willowbank Road to East Street, approximately 250m  | Developer      |
| T2.4   | Site works, per lot including earthworks, stage 2.   | Developer      |
| T3.1   | Design and construct road widening of Willowbank Road along the northern frontage of the Stage 3, approximately 150m.  | Developer      |
| T3.2   | Design and construct intersection access to industrial estate on Willowbank Road.  | Developer      |
| T3.3   | Design and construct internal roads within Stage 3, approximately 200m.  | Developer      |
| T3.4   | Site works, per lot including earthworks and driveways, stage 3.   | Developer      |
| Sub-total Transport                            |  |                |

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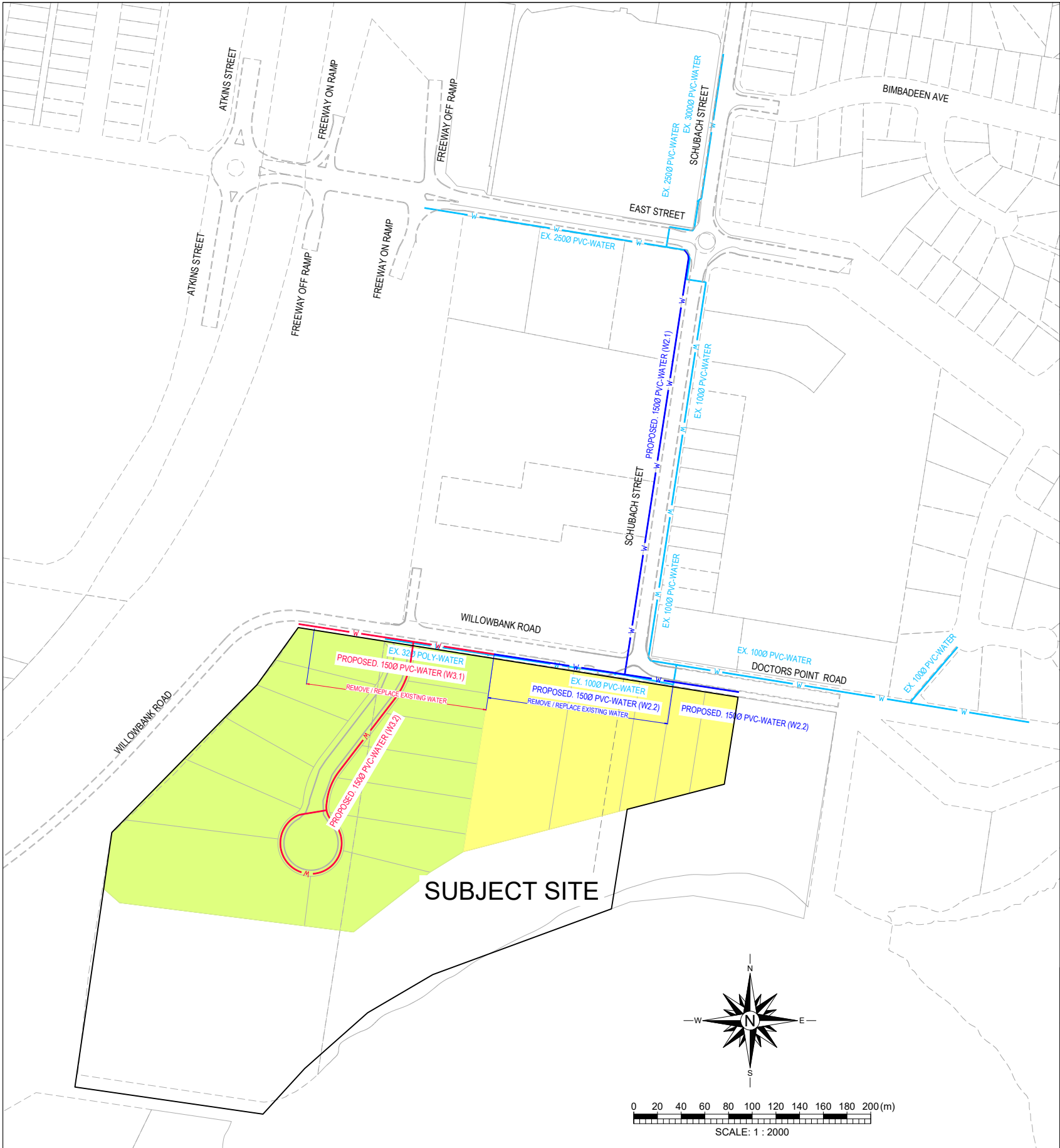
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| WILLOW BANK ROAD INDUSTRIAL SUBDIVISION |                |                |        |
| INFRASTRUCTURE AUDIT PLAN               |                |                |        |
| WATER PLAN PLAN                         |                |                |        |
| EXISTING CONDITIONS                     |                |                |        |
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STAGES

STAGE 2

STAGE 3

WATER

EXISTING PIPE & SIZE

WATER "STAGE 2"

PROPOSED PIPE / STRUCTURE

WATER "STAGE 3"

PROPOSED PIPE / STRUCTURE

EX. 1000 PVC-WATER

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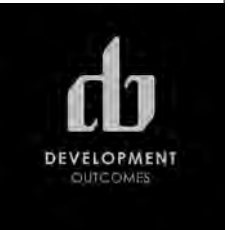
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| WILLOW BANK ROAD INDUSTRIAL SUBDIVISION |            |        |         |
| INFRASTRUCTURE AUDIT PLAN               |            |        |         |
| WATER PLAN                              |            |        |         |
| STAGED WORKS                            |            |        |         |
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| 1132 Willowbank Road Infrastructure Audit.xlsx |  |                |
| 1132 Willowbank Road Industrial Estate         |  |                |
| Infrastructure Audit                           |  |                |
| Revision C                                     |  |                |
| 3-Feb-21                                       |  |                |
| Stage 1  | Boundary realignment and change of use only, no additional lots  |                |
| Stage 2  | Develop Willowbank Industrial Estate East, approximately 5 lots  |                |
| Stage 3  | Develop Willowbank Industrial Estate West, approximately 13 lots   |                |
| Infrastructure category                        | Infrastructure Item  | Responsibility |
| Water  |  |                |
| W1.1   | No new infrastructure proposed   | Developer      |
| W2.1   | Design and construct new 150mm diameter water main in Schubach Street connecting to the existing 225mm diameter East Street water main at the intersection of Schubach Street and East Street. The main is to extend from the point of connection to Willowbank Road approximately 360m. | Developer      |
| W2.2   | Design and construct new 150mm diameter water main in Willowbank Road and Doctors Point road along the frontage of Stage 2, approximately 210m.  | Developer      |
| W3.1   | Design and construct new 150mm diameter water main in Willowbank Road and Doctors Point road along the frontage of Stage 3, approximately 170m.  | Developer      |
| W3.2   | Design and construct reticulation water within stage 3, approximately 310m   | Developer      |
| Sub-total water                                |  |                |

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SEWER  
EXISTING RISING MAIN (PRESSURE)  
EXISTING PIPE / PIT (GRAVITY)



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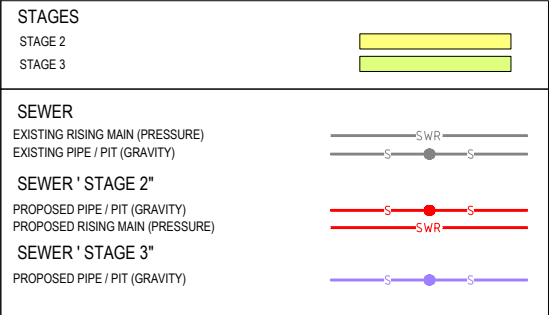
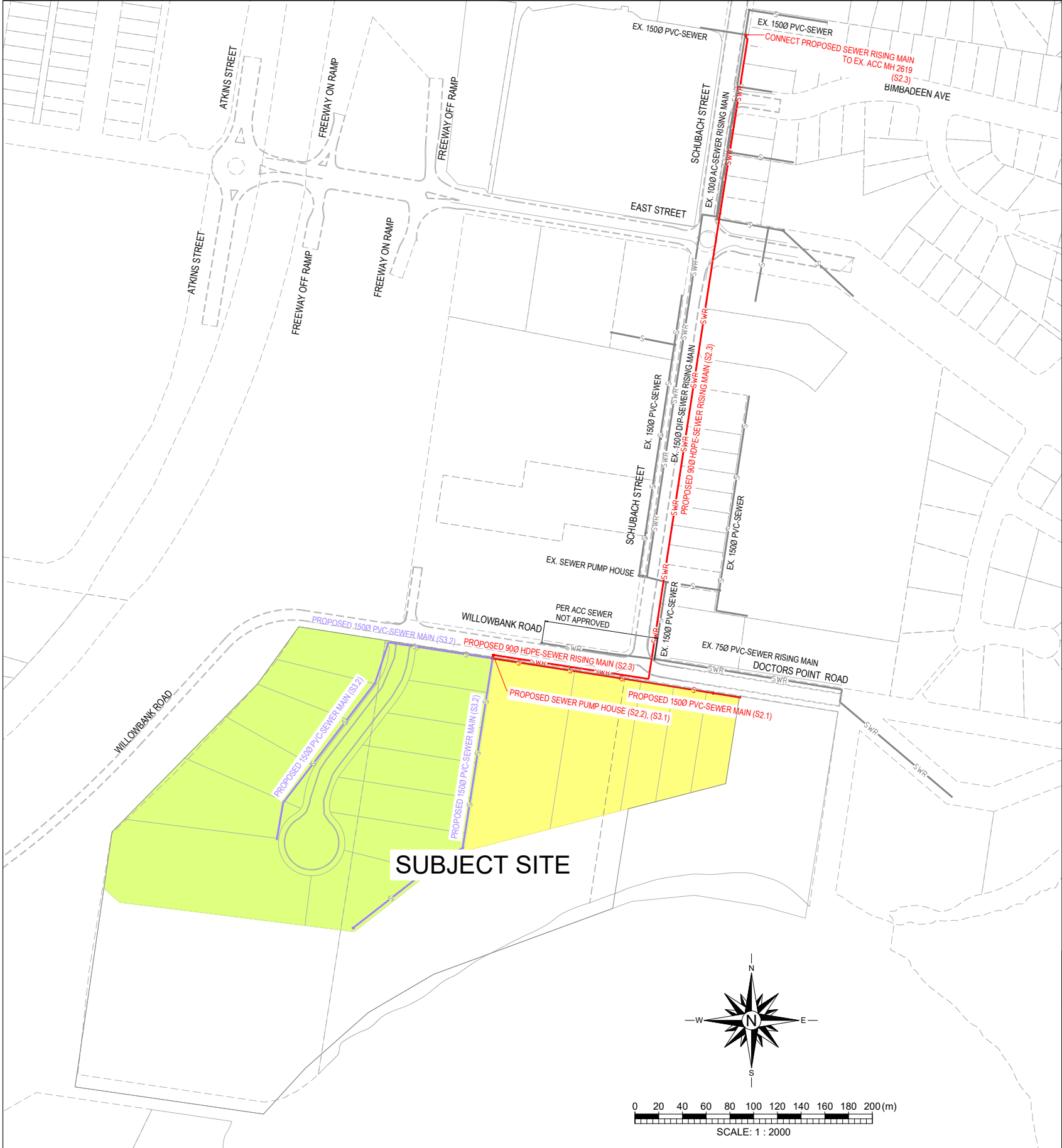
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WILLOW BANK ROAD INDUSTRIAL SUBDIVISION  
INFRASTRUCTURE AUDIT PLAN  
SEWER PLAN  
EXISTING CONDITIONS

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| Infrastructure category                        | Infrastructure Item  | Responsibility |
|  |  |                |
| Sewer  |  |                |
| S1.1   | No new infrastructure proposed   | Developer      |
| S2.1   | Design and construct gravity sewer within stage 2, approximately 210m  | Developer      |
| S2.2   | Design and construct new sewer pump station in Willowbank road to service the ultimate design load for the subdivision. Pump duty can be staged to initially meet the stage 2 demand.  | Developer      |
| S2.3   | Design and construct new rising main from the Willowbank Road pump station to receiving MH located in Schubach Street north of Bimbadeen Avenue, approximately 680m. The rising main shall service the ultimate design loading for the subdivision | Developer      |
| S3.1   | Upgrade pumps in Willowbank Road Pump station to match the ultimate design load for the subdivision, i.e. increase in demand from Stage 2 to Stage 3.  | Developer      |
| S3.2   | Design and construct internal reticulation gravity sewer within Stage 3, approximately 580m.   | Developer      |
| Sub-total Sewer                                |  |                |

|   |                   |     |          |
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| B | COUNCIL COMMENTS  | RP  | 18/01/21 |
| A | ISSUED TO COUNCIL | RJP | 17/09/20 |

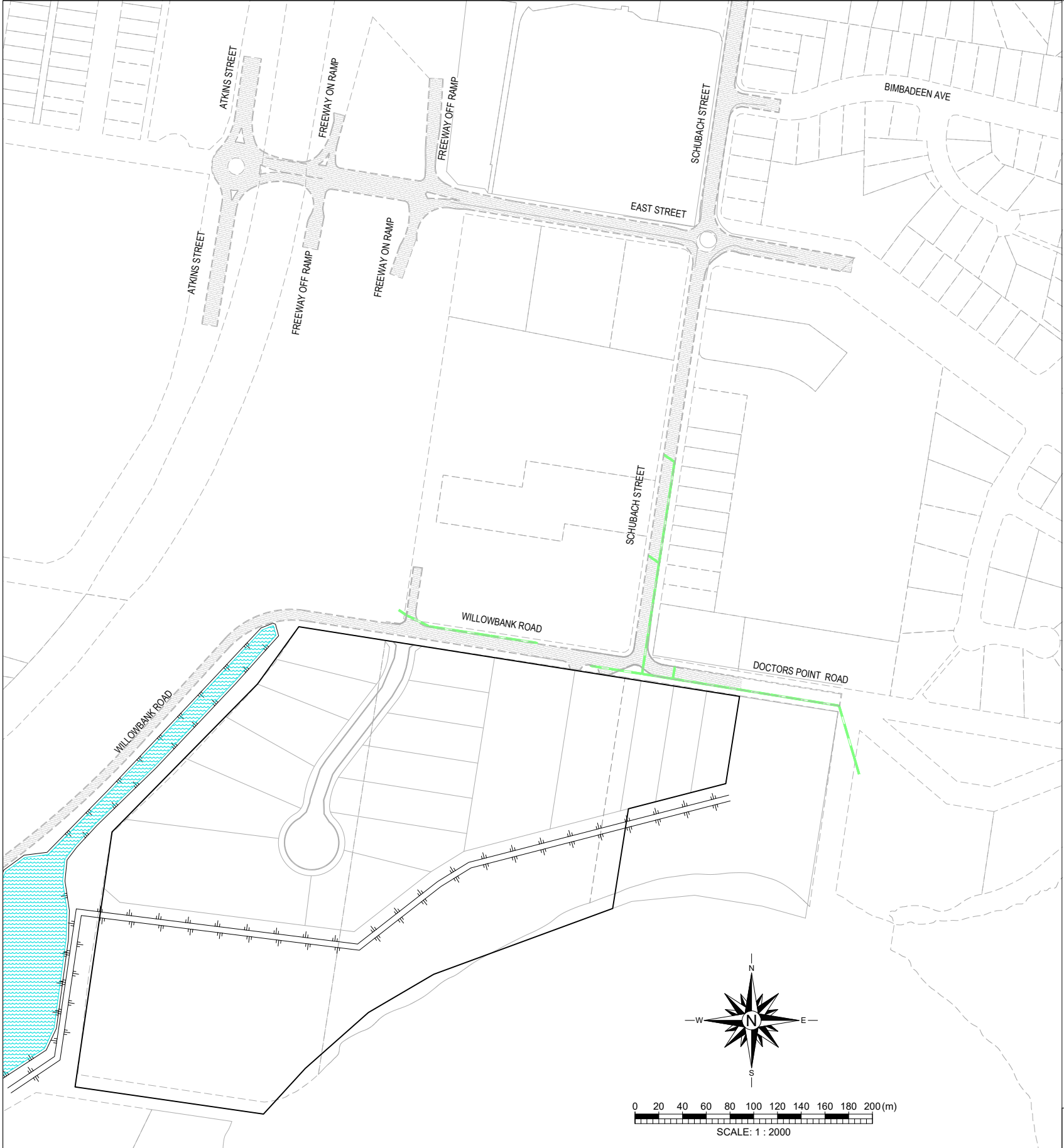
**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
DIAL BEFORE YOU DIG  
The location of underground services, where shown, are approximate only.  
All authorities must be contacted prior to construction to determine the exact location of all underground services.

|            |     |           |     |             |    |            |          |
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| DESIGN BY: | RJP | DRAWN BY: | RJP | CHECKED BY: | SN | PLOT DATE: | 2/3/2021 |
|------------|-----|-----------|-----|-------------|----|------------|----------|

| WILLOW BANK ROAD INDUSTRIAL SUBDIVISION |                |                |        |
|---|----------------|----------------|--------|
| INFRASTRUCTURE AUDIT PLAN               |                |                |        |
| SEWER PLAN                              |                |                |        |
| STAGED WORKS                            |                |                |        |
| DWG:1132 G02.7                          | SHEET: 7 OF 10 | SHEET SIZE: A1 | REV: B |



file name 1132 G02.dwg layout name G02.8  
file location Z:\1132 Doctors Point Industrial\A-Cad



DRAINAGE  
EXISTING PIPE / PIT

|   |                   |     |          |  |
|---|-------------------|-----|----------|--|
|   |                   |     |          |  |
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|   |                   |     |          |  |
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|   |                   |     |          |  |
| B | COUNCIL COMMENTS  | RP  | 18/01/21 |  |
| A | ISSUED TO COUNCIL | RJP | 17/09/20 |  |

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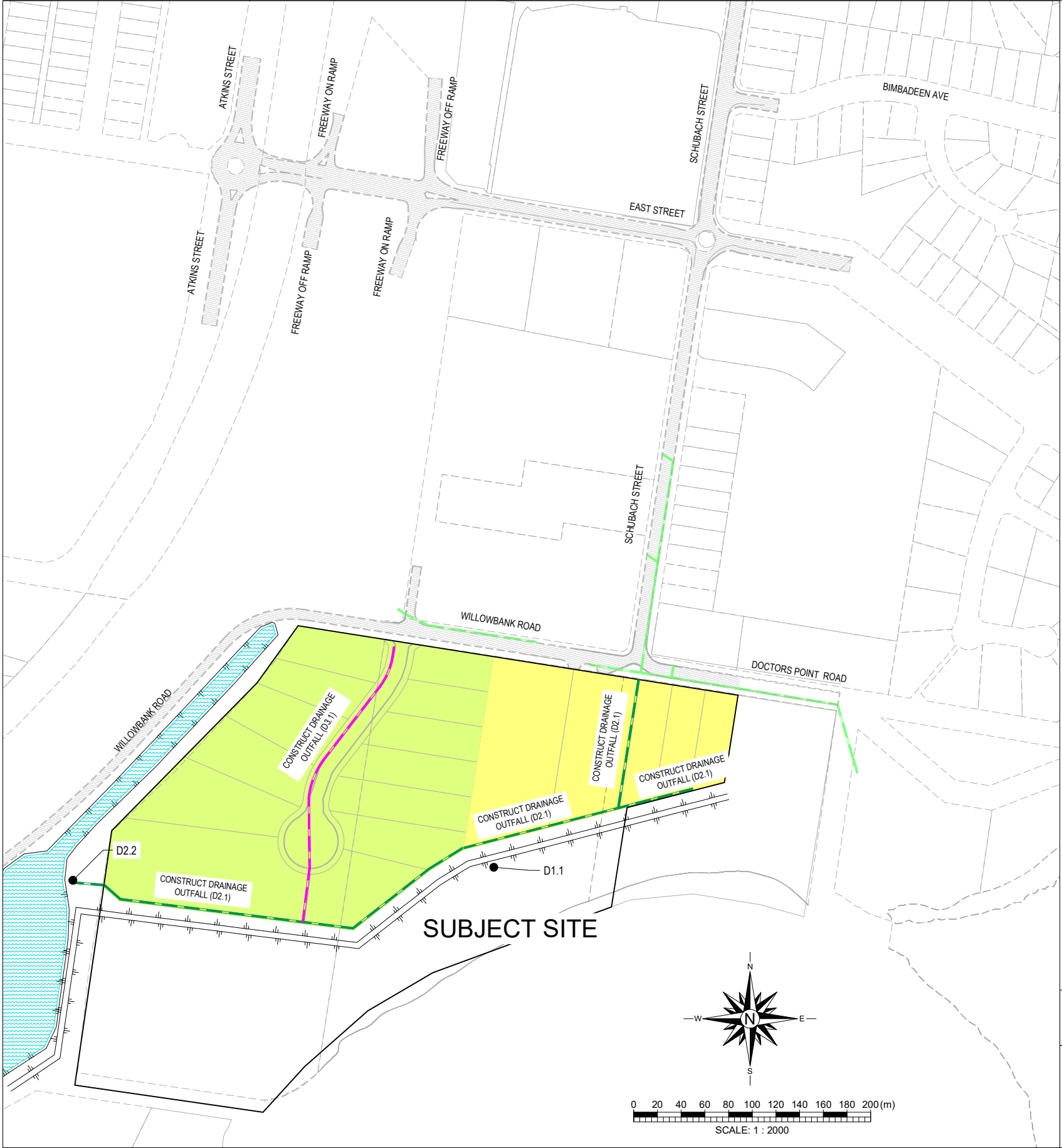
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| DESIGN BY: | RJP | DRAWN BY: | RJP | CHECKED BY: | SN | PLOT DATE: | 2/3/2021 |
|------------|-----|-----------|-----|-------------|----|------------|----------|

|   |                |                |        |
|---|----------------|----------------|--------|
| WILLOW BANK ROAD INDUSTRIAL SUBDIVISION |                |                |        |
| INFRASTRUCTURE AUDIT PLAN               |                |                |        |
| DRAINAGE PLAN                           |                |                |        |
| EXISTING CONDITIONS                     |                |                |        |
| DWG: 1132 G02.8                         | SHEET: 8 OF 10 | SHEET SIZE: A1 | REV: B |





file name 1132 G02.dwg layout name G02.9  
file location Z:\1132 Doctors Point Industrial\A-Cad



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|   |                   |     |          |
| C | COUNCIL COMMENTS  | RP  | 12/03/21 |
| B | COUNCIL COMMENTS  | RP  | 18/01/21 |
| A | ISSUED TO COUNCIL | RJP | 17/09/20 |

**WARNING**  
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DIAL BEFORE YOU DIG  
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construction to determine the exact location  
of all underground services.

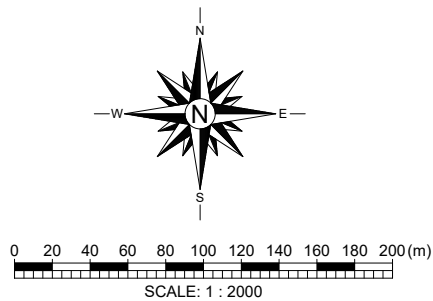
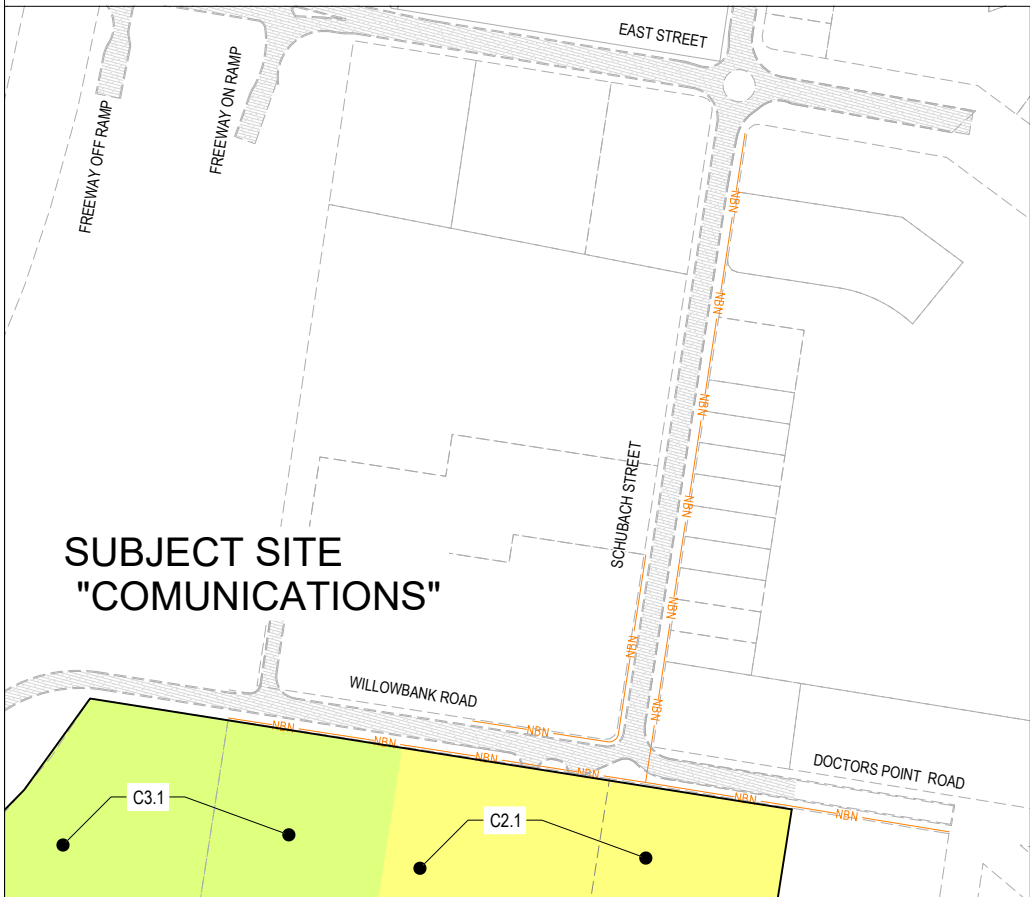
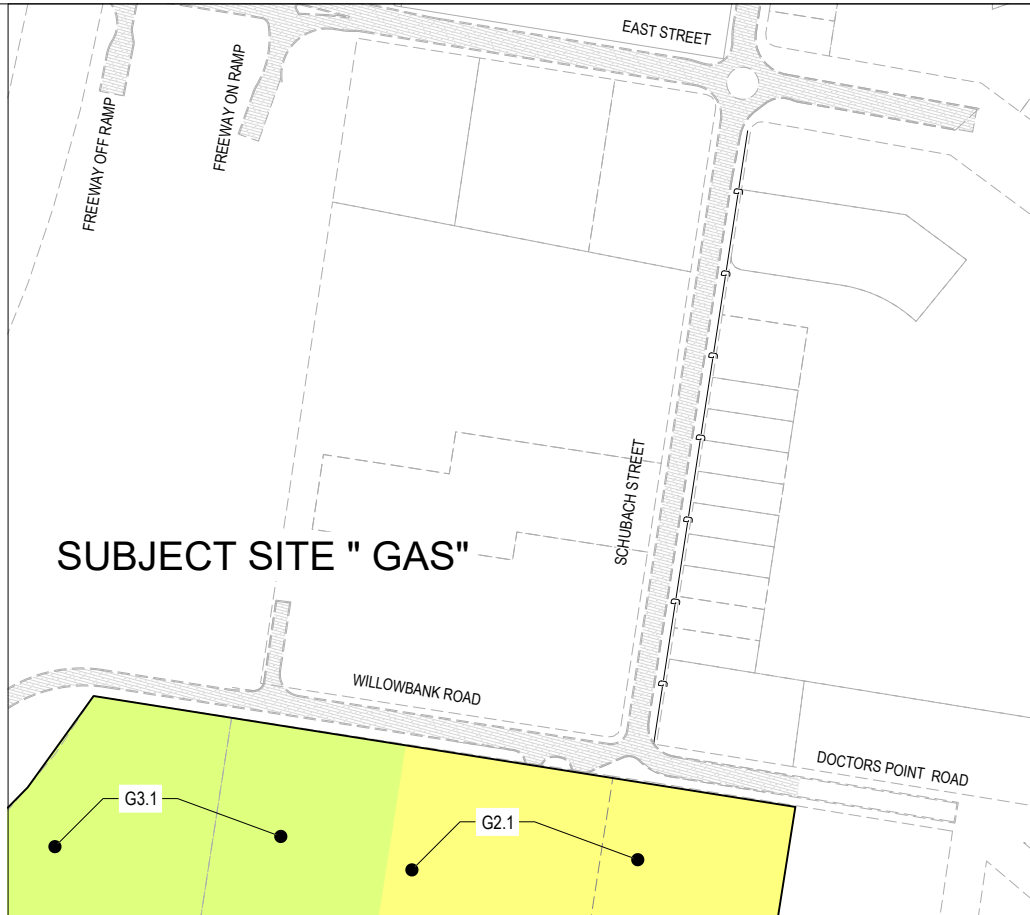
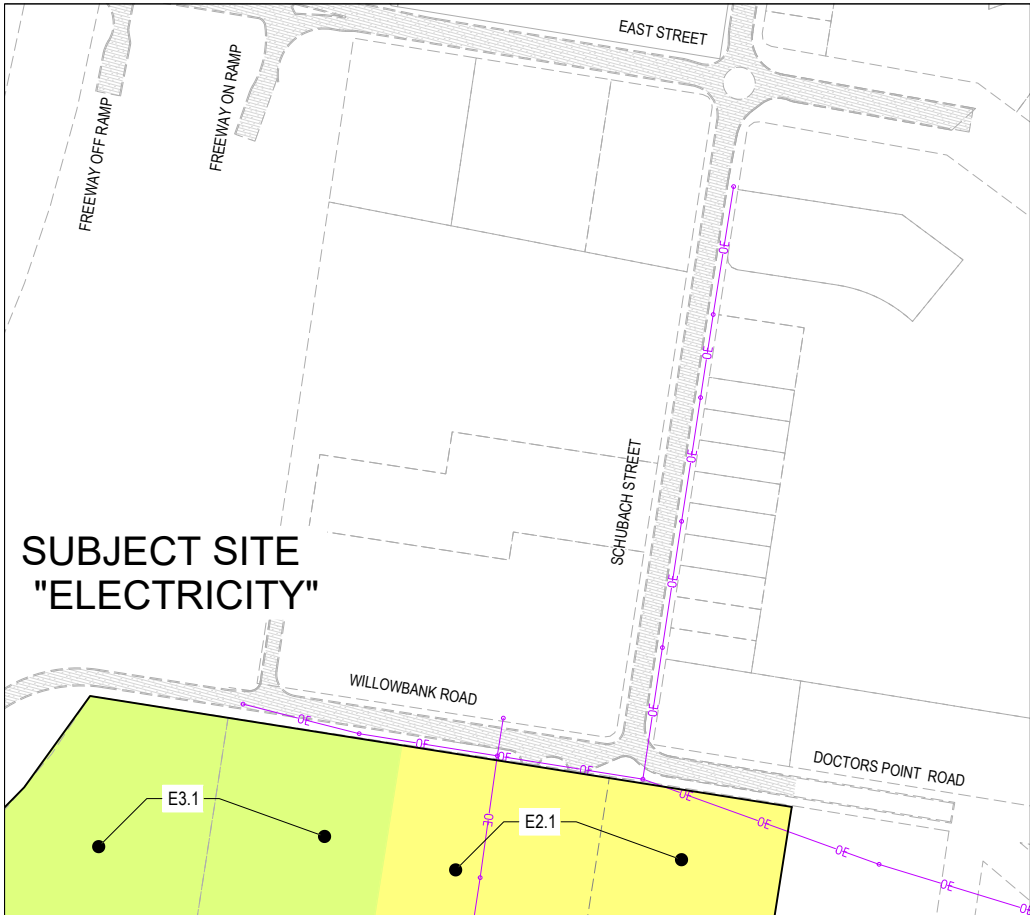
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| DESIGN BY: | RJP | DRAWN BY: | RJP | CHECKED BY: | SN | PLOT DATE: | 3/12/2021 |
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| WILLOW BANK ROAD INDUSTRIAL SUBDIVISION |            |        |         |
| INFRASTRUCTURE AUDIT PLAN               |            |        |         |
| DRAINAGE PLAN                           |            |        |         |
| STAGED WORKS                            |            |        |         |
| DWG:                                    | 1132 G02.9 | SHEET: | 9 OF 10 |
| SHEET SIZE:                             | A1         | REV:   | C       |

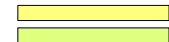


| 1132 Willowbank Road Infrastructure Audit.xlsx |   |                |
|--|---|----------------|
| 1132 Willowbank Road Industrial Estate         |   |                |
| Infrastructure Audit                           |   |                |
| Revision C                                     |   |                |
| 3-Feb-21                                       |   |                |
| Stage 1  | Boundary realignment and change of use only, no additional lots   |                |
| Stage 2  | Develop Willowbank Industrial Estate East, approximately 5 lots   |                |
| Stage 3  | Develop Willowbank Industrial Estate West, approximately 13 lots  |                |
| Infrastructure category                        | Infrastructure Item   | Responsibility |
| Drainage                                       |   |                |
| D1.1   | Install second ground water monitoring well, specific location to be determined.  | Developer      |
| D2.1   | Design and construct drainage outfall to RMS detention basin from stage 2, approximately 580m, plus 170m to drain roundabout to new system. | Developer      |
| D2.2   | Gross Pollutant Trap  | Developer      |
| D3.1   | Design and construct internal drainage for stage 3, connect to stage 2 outfall drain, approximately 300m.                                   | Developer      |
| Sub-total drainage                             |   |                |

file name 1132 G02.dwg layout name G02.10  
file location Z:\1132 Doctors Point Industrial\A-Cad

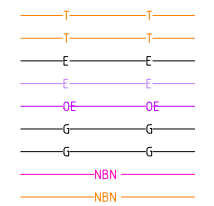


STAGES  
STAGE 2  
STAGE 3



#### SERVICES

PROPOSED COMMUNICATIONS  
EXISTING COMMUNICATIONS  
PROPOSED ELECTRICAL (UNDERGROUND)  
EXISTING ELECTRICAL (UNDERGROUND)  
EXISTING ELECTRICAL (OVER HEAD)  
PROPOSED GAS  
EXISTING GAS  
PROPOSED NBN  
EXISTING NBN



### WILLOW BANK ROAD INDUSTRIAL SUBDIVISION INFRASTRUCTURE AUDIT PLAN UTILITIES PLAN EXISTING CONDITIONS



**WARNING**  
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DIAL BEFORE YOU DIG  
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are approximate only.  
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construction to determine the exact location  
of all underground services.

DESIGN BY: RJP DRAWN BY: RJP CHECKED BY: SN PLOT DATE: 2/3/2021 DWG: 1132 G02.10 SHEET: 10 OF 10 SHEET SIZE: A1 REV: B

| 1132 Willowbank Road Infrastructure Audit.xlsx |   |                |
|--|---|----------------|
| 1132 Willowbank Road Industrial Estate         |   |                |
| Infrastructure Audit                           |   |                |
| Revision C                                     |   |                |
| 3-Feb-21                                       |   |                |
|  |   |                |
| Stage 1  | Boundary realignment and change of use only, no additional lots   |                |
| Stage 2  | Develop Willowbank Industrial Estate East, approximately 5 lots   |                |
| Stage 3  | Develop Willowbank Industrial Estate West, approximately 13 lots  |                |
|  |   |                |
| Infrastructure category                        | Infrastructure Item   | Responsibility |
|  |   |                |
| <b>Electricity</b>                             |   |                |
| E1.1   | No new infrastructure proposed  | Developer      |
| E2.1   | Design and construct electrical supply for stage 2 from existing overhead network.  | Developer      |
| E3.1   | Design and construct electrical supply for stage 3 from existing overhead network or stage 2 network.   | Developer      |
| Sub-total electricity                          |   |                |
| <b>Communications</b>                          |   |                |
| C1.1   | No new infrastructure proposed  | Developer      |
| C2.1   | Design and construct communications pit and pipe network, stage 2, enter contract with NBN for supply, including possible backhaul from East Street | Developer      |
| C3.1   | Design and construct communications pit and pipe network, stage 3, enter contract with NBN for supply   | Developer      |
| Sub-total electricity                          |   |                |
| <b>Gas</b>                                     |   |                |
| G1.1   | No new infrastructure proposed  | Developer      |
| G2.1   | Enter into commercial arrangement with APA to supply gas to stage 2.  | Developer      |
| G3.1   | Enter into commercial arrangement with APA to supply gas to stage 3.  | Developer      |

## 20.8 ABORIGINAL CULTURAL HERITAGE

### Provision

Investigation and identification of existing Aboriginal cultural heritage resources and appropriate management and mitigation measures.

### Matters to be addressed

To satisfy the Aboriginal cultural heritage provision, a development application must include an assessment of those parts of the subject land declared to be of 'moderate Aboriginal archaeological sensitivity' in accordance with:

- the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH, 2011); and
- the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (DECCW, 2010b).

A plan (Archaeological Sensitivity – Willowbank Road, East Albury NSW – Preliminary Aboriginal Heritage Review) showing those areas of the subject land deemed to be of 'moderate Aboriginal archaeological sensitivity' is included below.

**Notation:** A preliminary assessment of the subject land in accordance with the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* was undertaken as part of the Planning Proposal for rezoning the land to which this part of the ADCP applies (*Willowbank Road, East Albury - Preliminary Aboriginal Heritage Review by AECOM September 2017*). This assessment identified those parts of the site deemed to be of 'moderate Aboriginal archaeological sensitivity' as well as recommending the 'matters to be addressed' in this part of the ADCP.







## **20.9 LANDSCAPE STRATEGY**

### **Provision**

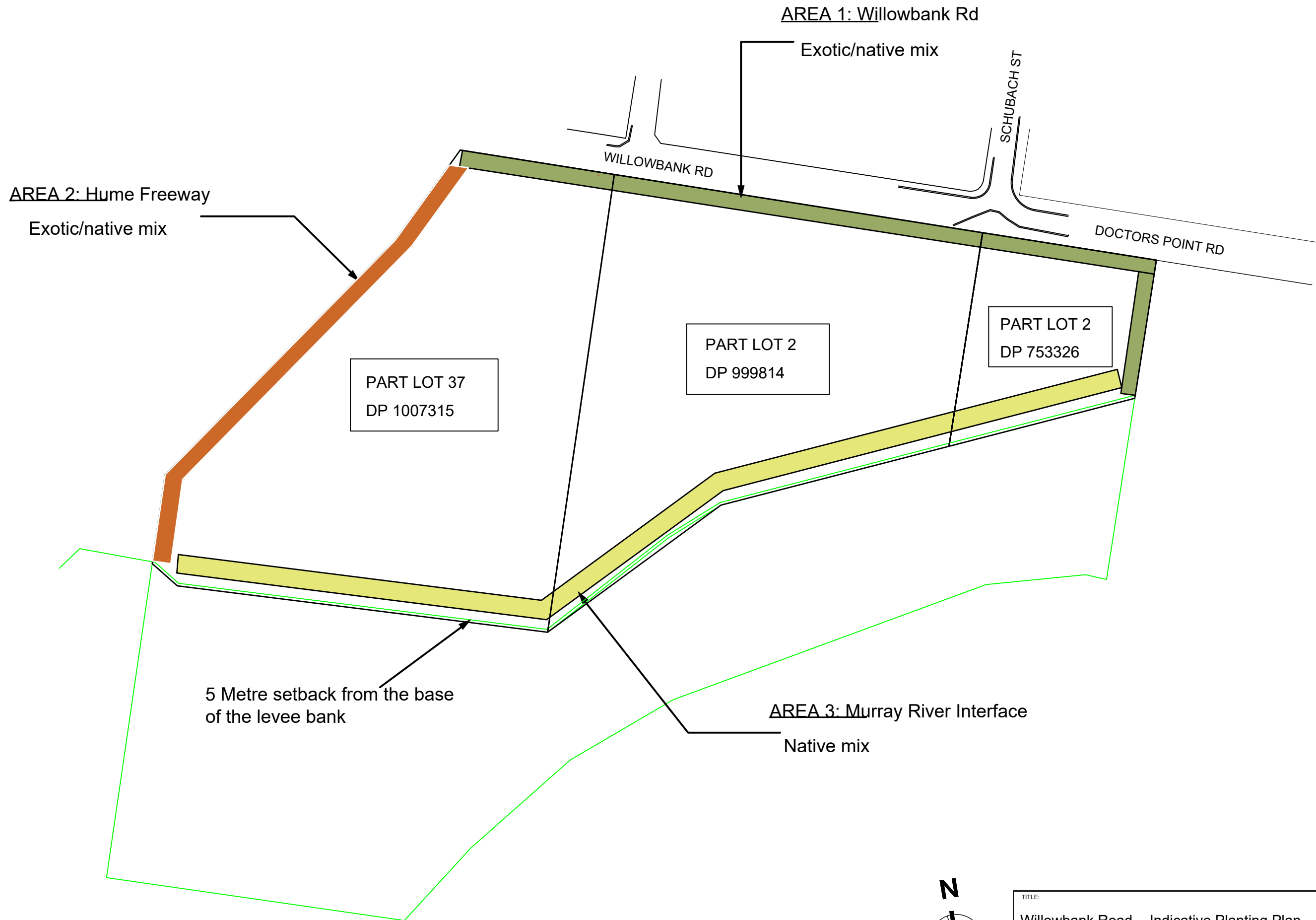
An overall landscape strategy that details landscaping requirements to assist in providing appropriate outcomes with surrounding land that improves the general aesthetics and protects and assists visual amenity.

### **Matters to be addressed**

In addition to the landscape controls for development expressed in Sections 12.3.4 of the ADCP 2010, the following controls apply:

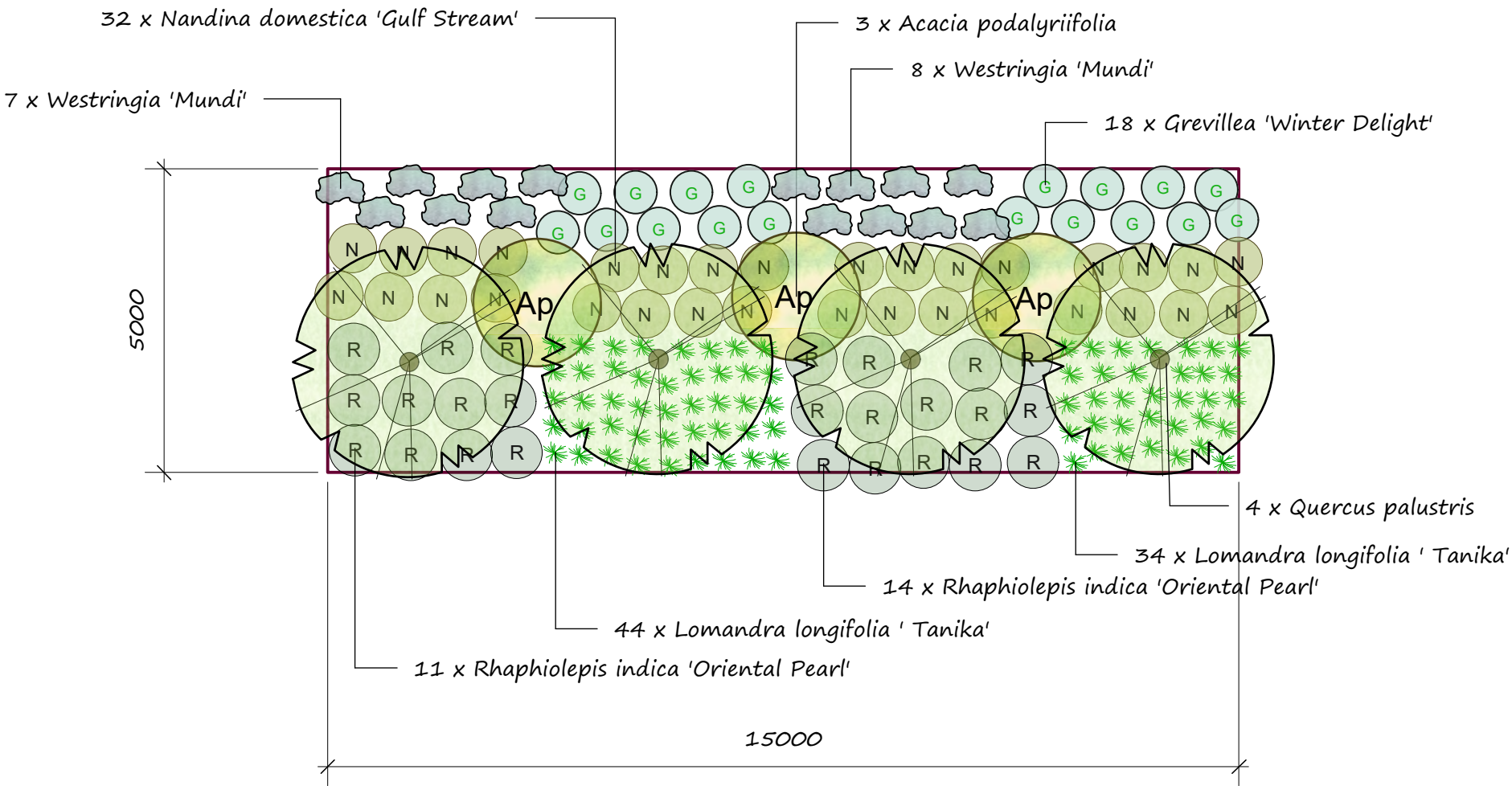
- i. Compliance with the overall landscape strategy (Willowbank Road – Indicative Planting Plan – Sheet 1-4).

Where there is a conflict between the requirements of Section 12.3.4 and the overall landscape strategy, those of the latter shall prevail.



|  |           |               |
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| TITLE:                                     |           | DWG: 1        |
| Willowbank Road - Indicative Planting Plan |           | SCALE: 1:2000 |
| Sheet 1 of 4                               |           | @             |
| DATE: 01/10/20                             | REVISION: | A3            |

WILLOWBANK ROAD



PLANT SCHEDULE

| BOTANICAL NAME                              | COMMON NAME   | SIZE  | QTY |
|---|---|-------|-----|
| TREES                                       |   |       |     |
| <i>Quercus palustris</i>                    | Pin Oak: 8-12m; horizontal branching                      | 400mm | 4   |
| SHRUBS                                      |   |       |     |
| <i>Acacia podalyriifolia</i>                | Mount Morgan Wattle: to approx 5m; yellow flw late winter | 200mm | 3   |
| <i>Nandina domestica</i> 'Gulf Stream'      | Dwarf Sacred Japanese Bamboo: 75cm                        | 200mm | 32  |
| <i>Rhapsiolepis indica</i> 'Oriental Pearl' | Indian Hawthorne: to 80cm                                 | 200mm | 25  |
| GRASSES & SHRUBS                            |   |       |     |
| <i>Lomandra longifolia</i> 'Tanika'         | Dwarf fine leaf lomandra                                  | 140mm | 78  |
| GROUND COVERS & CLIMBERS                    |   |       |     |
| <i>Grevillea</i> 'Winter Delight'           | Grevillea: 30cm x 1.2m, red flws                          | 200mm | 18  |
| <i>Westringia</i> 'Mundi'                   | Native Rosemary: .4 x 1.4m, grey foliage, white flw       | 200mm | 15  |

WILLOWBANK ROAD

anthea dunlop, landscape design

ph : 0438 248 144

e-mail: anthea@antheadunlopdesign.com.au



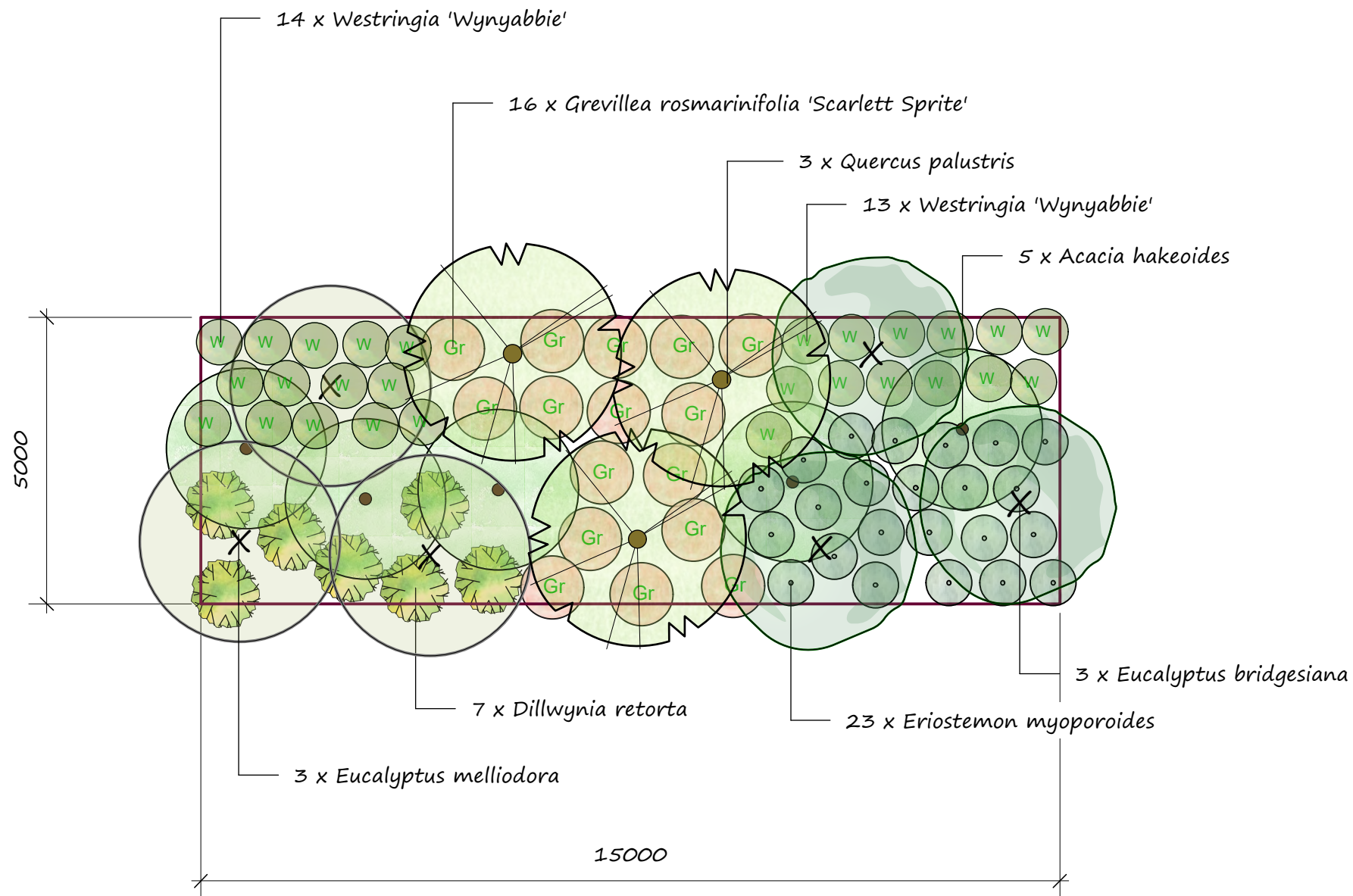
TITLE:

Willowbank Road - Indicative Planting Plan  
Sheet 2 of 4

DATE:  
31/7/19  
REVISION:

DWG : 2

SCALE:  
1:100  
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A3



PLANT SCHEDULE

| BOTANICAL NAME                                    | COMMON NAME                            | SIZE  | QTY |
|---|--|-------|-----|
| TREES   |  |       |     |
| <i>Eucalyptus bridgesiana</i>                     | Apple Box                              | 200mm | 3   |
| <i>Eucalyptus melliodora</i>                      | Yellow Box                             | 200mm | 3   |
| <i>Quercus palustris</i>                          | Pin Oak: 8-12m; horizontal branching   | 400mm | 3   |
| SHRUBS  |  |       |     |
| <i>Acacia hakeoides</i>                           | Hakea Leaf Wattle: to 3m x 2m          | 200mm | 5   |
| <i>Dillwynia retorta</i>                          | Parrot Pea: yellow/orange flw          | 200mm | 7   |
| <i>Eriostemon myoporoides</i>                     | Long Leaf Wax Flower: pink flws spring | 200mm | 23  |
| <i>Grevillea rosmarinifolia</i> 'Scarlett Sprite' | Rosemary Grevillea: 1 x 1m             | 200mm | 16  |
| <i>Westringia</i> 'Wynyabbie'                     | Westringia: mauve flvrs, 1m tall       | 200mm | 27  |

HUME FREEWAY

anthea dunlop, landscape design

ph : 0438 248 144

e-mail: anthea@antheadunlopdesign.com.au



TITLE:

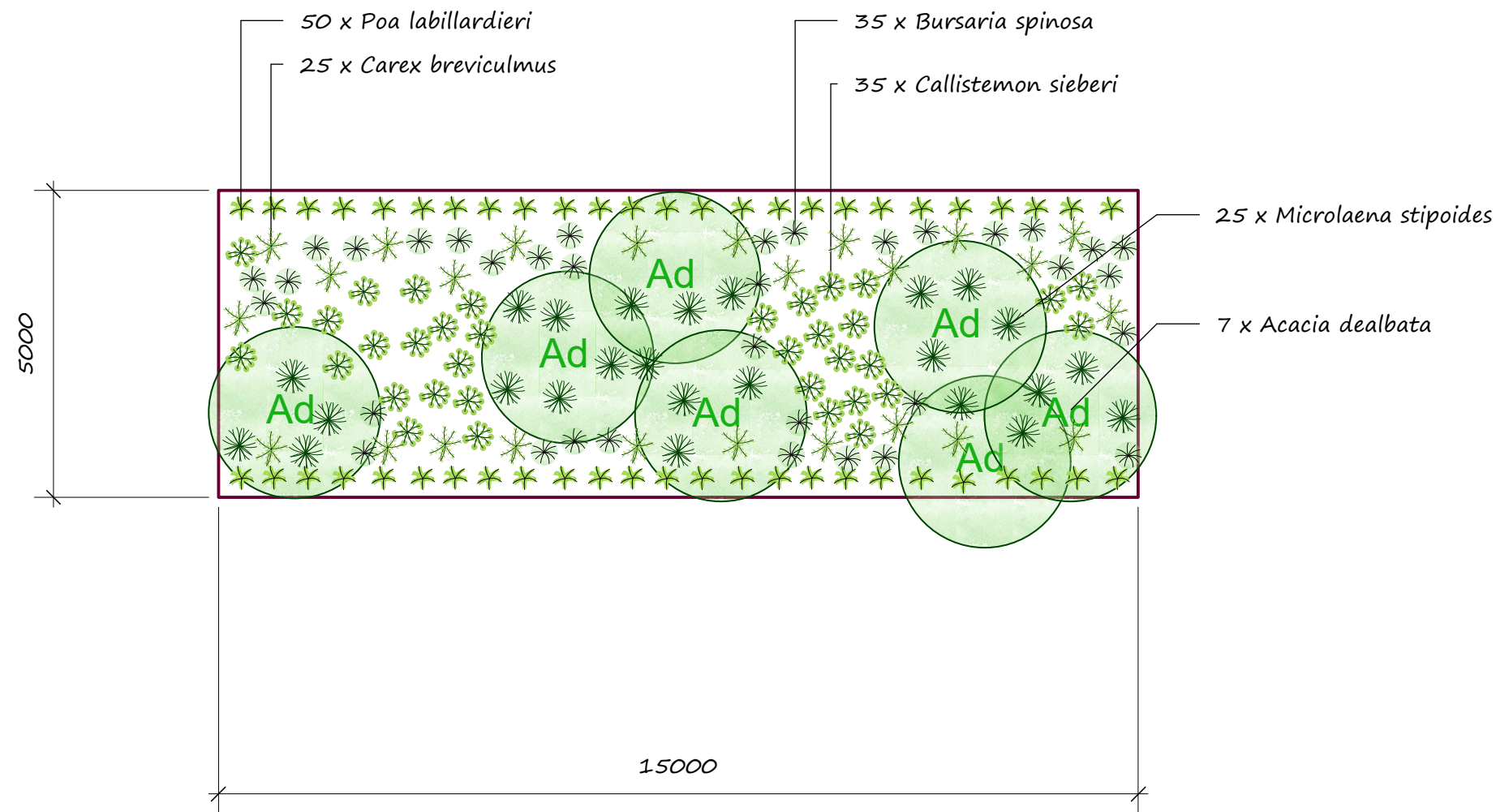
Willowbank Road - Indicative Planting Plan  
Sheet 3 of 4

DATE:  
31/7/19  
REVISION:

DWG : 3

SCALE:  
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A3

MURRAY RIVER



PLANT SCHEDULE

| BOTANICAL NAME              | COMMON NAME                                      | SIZE  | QTY |
|-----------------------------|--|-------|-----|
| TREES                       |  |       |     |
| <i>Acacia dealbata</i>      | Silver Wattle: to 10m                            | 200mm | 7   |
| GRASSES & SHRUBS            |  |       |     |
| <i>Poa labillardieri</i>    | Native Tussock Grass: blue/grey foliage, to 45cm | tube  | 50  |
| <i>Carex breviculmus</i>    | Sedge  | tube  | 25  |
| <i>Bursaria spinosa</i>     | Sweet Bursaria                                   | tube  | 35  |
| <i>Callistemon sieberi</i>  | River Bottlebrush                                | tube  | 35  |
| <i>Microlaena stipoides</i> | Weeping Grass                                    | tube  | 25  |

MURRAY RIVER INTERFACE

anthea dunlop, landscape design

ph : 0438 248 144

e-mail: anthea@antheadunlopdesign.com.au



TITLE:

Willowbank Road - Indicative Planting Plan  
Sheet 4 of 4

DATE:  
31/7/19  
REVISION:

DWG : 4

SCALE:  
1:100  
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A3

## 20.10 DESIGN CONTROLS

### Provision

Detailed urban design controls that establish future outcomes and expectations for development of the site, including a minimum setback of 100 metres from the Murray River.

**Notation:** For the purposes of administering this section, the definition of 'Murray River' in *Murray Regional Environmental Plan No.2 – Riverine Land* is adopted.

### Matters to be addressed

These controls are in addition to those expressed in Sections 12.2 and 12.3 of the ADCP 2010. Where there is a conflict between any control expressed in Sections 12.2 and 12.3 and those expressed below, the will below will prevail.

### Subdivision

- All works associated with construction of the subdivision shall be at the applicant's expense.
- No direct discharge of stormwater from the subject land will be permitted to the Murray River.
- Covenants are required on lots abutting the perimeter of the subject land that ensure the preservation and ongoing maintenance of landscaping shown on the overall landscape strategy (see Section 20.9).
- Design the street network and lots to facilitate buildings that will address the street.
- Orientate streets north-south and east-west wherever possible to promote passive solar design.
- Provide a logical road hierarchy that considers all road users including heavy vehicles, public transport, cars, cyclists and pedestrians.
- Create a range of lot sizes appropriate for a variety of different types of industry to avoid further subdivision.

### Internal road network

- Interchanges of minor access roads with collector roads should be designed to allow articulated vehicles to turn into the collector road without crossing the centre line of the collector road.

### Site coverage

- The footprint of all buildings is not to exceed 65% of the lot area.
- The footprint of all buildings is to be at least 20% of the lot area.
- Building are to be setback a minimum of 10m from collector and local roads.



- Building are to be setback a minimum of 100m from the Murray River.
- Buildings are to be setback a minimum of 10m from the base of the flood levee.
- Buildings are not to intrude into the landscape buffers required in Section 20.9.
- Outdoor storage areas are to be screened from the public realm though building siting rather than fencing.

***Building height and form.***

- Building heights are to be in keeping with the scale of development on adjoining land.
- Variation to the maximum height may be permitted provided proposed building height is compatible with the scale, bulk and height of surrounding buildings and will not generate excessive overshadowing of adjacent properties.
- The height of buildings should take into account the proximity of roads and any adjoining sensitive land uses.

***Site access and maneuvering.***

- For large developments, truck access, maneuvering and loading areas are to be separated from car parking areas.
- Where a development will generate a volume of truck and small vehicle movements within the site, the two should be separated to reduce vehicle conflicts.
- All vehicles must be able to enter and leave lots in a forward direction.
- Where a development will generate a volume of pedestrian traffic through car parking areas, paths should be clearly marked, and where possible emphasised by the use of raised and textured surfaces as well as landscaping.
- As far as possible, pedestrian access through car parks should be kept separate from vehicle access ways.
- Large developments shall be designed to allow loading/unloading of vehicles under cover.
- Loading docks should be situated at the side or rear of buildings.

***Car parking.***

- Sufficient car parking is to be provided on each lot to satisfy the likely peak parking demands of the development, in accordance with the Albury Development Control Plan 2010 – Part 17 – Off-street Car Parking.
- Required car parking shall be located behind the front setback area, however visitor car parking may be permitted forward of the building line where it can be demonstrated that the landscape quality of the streetscape can be maintained.

- For large developments, access routes to car parking areas within the site are to be clearly signposted.
- All car parking spaces are to be constructed of hardstand, all-weather material, adequately drained, marked and designated.
- Sufficient spaces are to be provided for disabled car parking, in accordance with the Albury Development Control Plan 2010 – Part 17 – Off-street Car Parking.
- Landscaping shall be integrated into the design of car parks and hardstand areas to allow for canopy and shade planting to reduce the 'heat island effect'.

#### ***Sustainable building design.***

- Building orientation and design should be such that they maximise northern exposure and shade east and west facing windows and openings.
- Windows and openings should be positioned to maximise natural cross ventilation.
- Minimise winter heat loads through the arrangement of glazed parts of buildings to face north and east.
- Use light coloured materials in hardstand areas to minimise heat absorption.
- External shading devices (e.g. awnings, shutters, canopy trees) are to be used to protect east, north and west facing windows from summer heat.
- Use skylights and light wells to capture natural light for internal building areas.
- Capture and store rainwater from roofs and other impervious surfaces within tanks for reuse.
- Drain hardstand/car park areas to appropriate stormwater treatment devices prior to discharge from the site.
- Place trees and buildings along the south western fringes of lots to reduce the effects of hot westerly summer breezes.

#### ***Building appearance.***

- Built form and facades visible from the street should be modulated and articulated to provide visual interest.
- The use of long blank walls on large buildings should be avoided. Articulation of walls can be achieved by variations in setback, use of glazing and differing architectural materials, finishes and colours.
- Consider breaking large buildings into sub-units or modules to reduce perceived scale.
- Office areas sited in front of buildings to be designed to help reduce building mass and increase visual interest.

- Setbacks may be reduced to provide building articulation.
- Locating the office components to the front reduces building bulk and presents an attractive frontage.
- Buildings are to address the street to enhance surveillance.
- Entries and building bases should be articulated through the use of colour, material change and texture, and strengthened through landscape design.
- Development on lots that address the intersection of Schubach Street, Willowbank Road and Doctors Point Road should incorporate landmark or gateway built form, being of a contemporary style and incorporate high quality architectural detail and visibility.
- Large areas of smooth finish concrete wall panels on large buildings should be enhanced with some form of texture.
- Consider using heavy textured paint or forming textures into selected areas of wall panels to avoid a glossy/high glare building surface.
- Roof materials are to be non-reflective.
- Hardstand, loading, storage, rubbish disposal, plant and equipment areas are to be softened from the front, side and rear through landscaping or integrated building form.
- The development and use of land abutting the Hume Freeway shall be designed and operated so as not to distract drivers.
- Signs (particularly freestanding signs) whose primary purpose is to advertise to persons and motorists using the SP2 Infrastructure (Transport Infrastructure) Zone are not permitted, despite being located on adjoining and/or adjacent land within another zone.

#### ***Site landscaping***

- Create a legible, clearly defined streetscape with trees recommended by Council.
- Utilise high canopy trees and low grasses generally within verge and median planting to ensure sightlines are maintained.
- Provide private landscape setbacks frontages that are distinctive but contributing positively to the public streetscape character.
- Use native grasses and groundcovers as lawn alternatives where possible to reduce irrigation and maintenance demands.
- Integrate landscaped areas with stormwater detention and treatment areas to provide open space amenity and visual interest.
- Design well integrated shade planting within large car park areas.
- Use endemic species suited to the environment that have low water requirements and low maintenance.

- Use light coloured paving materials and surfaces and non-impervious surfaces where practical to reduce heat absorption.
- Locate hard stand areas within the southerly side of lots to reduce their heat absorption.
- Provide suitably located and unobtrusive waste storage areas. These areas are to be screened from public view by the building, landscaping or fencing.

## **20.11 STORMWATER MANAGEMENT**

### **Provision**

Stormwater management measures, including water sensitive urban design principles.

### **Matters to be addressed**

'Infrastructure Audit Plan – Drainage Plan – Sheet 9' has been prepared in response to this provision and any development of the subject land is to be undertaken generally in accordance with these plans.

Development of the land is also to have regard for water sensitive urban design principles and is to incorporate measures into the design where relevant. The key principles for consideration are:

- To protect and enhance natural water systems
- To improve the quality of water draining from urban developments
- To minimise the impacts of development on groundwater
- To minimise the use of potable water through the collection and reuse of rainwater and storm water
- To control post-development runoff to the pre-development or natural water runoff regime as closely as possible.
- To minimise soil erosion and sedimentation resulting from site disturbance.

The requirements of Section 7.12(4) of the ALEP 2020 relating to the establishment of a second monitoring bore on the subject land and a monitoring regime will be required prior to any future development.

**Notation:** Note that the lot layout shown on plans for the subject land is indicative only and prepared solely for the purposes of addressing the provisions of Section 7.11 of ALEP 2010.