



**Armidale Dumaresq
Development Control Plan 2012**

Section 5 Commercial and Industrial Development Controls

Chapter 5.2 Industrial Development

Contact Details

Armidale Dumaresq Council

135 Rusden Street, Armidale

New South Wales 2350

Telephone +61 2 6770 3600

Email council@armidale.nsw.gov.au

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Part 1 General provisions

1.1 Introduction

This chapter provides detailed guidelines for developers on a range of matters relating to industrial development in the Armidale Dumaresq Local Government Area (LGA).

This chapter provides a guide for industrial development that preserves and enhances the character of each locality and the outlines the matters that should be taken into account when considering development proposals.

This chapter is to be read in conjunction with all relevant chapters in Section 2 Site Analysis and General Controls. All relevant matters relating to the development must be addressed in the development application, the SEE and on site analysis plans and site plans. The site analysis process may highlight the requirement for specialist reports to be undertaken.

1.2 Objectives

The objectives of this chapter are:

- O.1 To encourage a high standard of building design, particularly on sites adjoining non-industrial uses or along classified roads and the main approach routes to Armidale.
- O.2 To minimise conflict with adjacent non-industrial land uses such as the Armidale Regional Airport or areas zoned for residential development.
- O.3 To minimise detrimental impacts to the built and natural environment through careful site planning.
- O.4 To encourage building design, orientation, materials and location that provides a pleasant and safe work environment for employees.
- O.5 To present an attractive streetscape through building design and landscaping.

1.3 Land to which this chapter applies

This chapter applies to land in LEP 2012 zoned:

IN1	General Industrial	IN2	Light Industrial
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This chapter applies to land in LEP 2008 identified as 'Deferred Matter' and zoned:

4(a)	Industrial
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This chapter also applies to existing industrial development on land not zoned for industrial purposes where that development can establish existing use rights in accordance with the relevant legislation.

1.4 Addressing the guidelines in this chapter

The guidelines for development in the industrial zones are set out in this chapter. These are expressed in the form of objectives which need to be addressed for each development proposal. For each objective (O), 'acceptable solutions' (S) are provided which, if met, will ensure compliance. Alternative approaches may be proposed, provided these adequately address the relevant objectives and comply with legislation.

1.5 Developer contributions

Council may require as a condition of development consent that a financial contribution or dedication of land or provision of a material public benefit be made by a developer to provide for or upgrade public services or facilities for which the development is likely to create a demand.

Developer contributions that apply to development are contained within the Armidale Dumaresq Contributions Plan and the Armidale Dumaresq Water Supply and Sewerage Development Servicing Plan. Depending upon the likely demand for public services or facilities that a development proposal is likely to generate, Council may also require preparation of a specific Contributions Plan or enter into a Planning Agreement with the developer prior to determining a particular development proposal.

Part 2 Site requirements

Objectives

- O.1 To encourage a range of industrial developments appropriate to the developable area of a lot.

2.1 Minimum lot size

- S.1 There is no minimum lot size for the erection of an industrial development.

2.2 Floor area for buildings

- S.2 There are no maximum floor area requirements for an industrial development. However, other requirements outlined in this chapter, for example car parking and landscaping, should be met.

Part 3 Building height and setbacks

Objectives

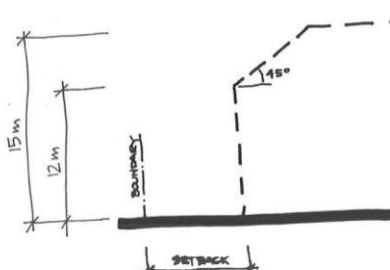
- O.1 To ensure that the bulk and scale of the development is appropriate to adjoining land uses and will not impact negatively on the amenity and function of adjoining development, the streetscape, or views and vistas.
- O.2 To define the boundary between private and public spaces.
- O.3 To ensure that the development contributes to the surrounding streetscape, particularly along classified roads, main approach routes to Armidale or adjoining areas with non-industrial uses.

3.1 Maximum heights

- S.1 The maximum height of a new building, or alterations and additions to an existing building, is:

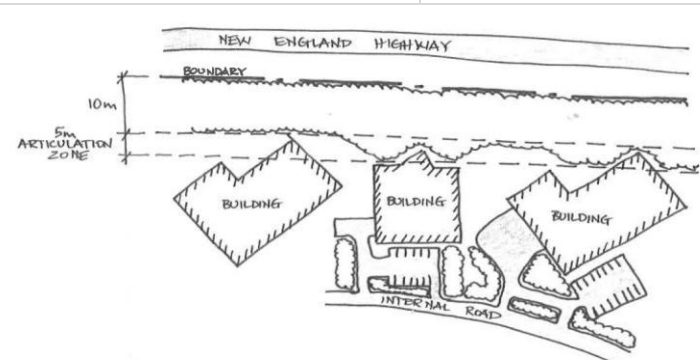
	Height (m)
Generally	The development should not penetrate the Obstacle Limitations or Operations Surface Plan for Armidale Regional Airport (clause 6.3, LEP 2012). Otherwise, the height limit is 15m above existing ground level.
Adjacent to a local or State heritage item, or within or immediately adjacent to a heritage conservation area	4.5m at the required setback and then 45degrees from the horizontal to a height of 15m

Adjacent to residential development/zone	12m at the required setback and then 45 degrees from the horizontal to a height of 15m
Adjacent to a public reserve	
Adjacent to the New England Highway	



3.2 Setbacks from roads

S.2 The following setbacks apply to all development types, and are measured from the adjacent road boundary to the building.

Road	Setback (m)
New England Highway	10m plus a 5m articulation zone which can include a portion of the main building provided it is articulated to the main building structure e.g. at 45 degrees to the New England Highway
	
All other classified roads	10m
Primary road frontage (that is not a classified road)	6m, or the average distance of the setbacks of the nearest two industrial buildings that have a boundary with the same road and are within 40m of the lot
Secondary road frontage for a corner lot (that is not a classified road)	4m

3.3 Setbacks from side and rear boundaries

S.3 The minimum setback for a new building, or alterations and additions to an existing building that is not adjacent to a road is as follows.

	Setback (m)
Generally	0m
New England Highway	10m plus a 5m articulation zone which can include a portion of the main building structure e.g. at 45 degrees to the New England Highway
<p>The diagram illustrates the setback requirements for buildings adjacent to the New England Highway. A horizontal line at the top represents the 'NEW ENGLAND HIGHWAY'. Below it is a 'BOUNDARY' line. A vertical dimension line indicates a '10m' setback from the boundary to the buildings. A '5m ARTICULATION ZONE' is also shown, which can include a portion of the main building structure. Three buildings are shown with different setbacks, and an 'INTERNAL ROAD' is shown below them.</p>	
Adjoining a local or State heritage item, or within or immediately adjacent to the heritage conservation area	3m
Adjoining a residential development/zone	
Adjoining a public reserve	
Adjoining environmentally sensitive land	10m
Adjoining unmanaged vegetation (i.e. rural farmland)	

S.4 The relevant provisions of the BCA apply to building design on a boundary such as fire rating or requirements that an existing building to be upgraded to meet current standards.

Part 4 Building and site design

Objectives

- O.1 To encourage high quality building design particularly along classified roads, main approach routes to Armidale or on land adjoining non-industrial uses by using a variety of building elements, textures, materials, colours, heights, articulation and other design features.
- O.2 To provide a comfortable work environment for all employees and reduce the impact of development on the environment.
- O.3 To provide a clear entrance to the building for the public.
- O.4 To enhance the streetscape by locating service and other functional areas of development out of view, particularly from classified roads, main approach routes to Armidale or adjoining non-industrial uses.
- O.5 To provide for limited residential use that is ancillary to an industrial use.

4.1 Building materials and colours

- S.1 The entry door for the public must be prominent from the primary road or access to the site by providing an awning, entry portico, architectural features or the use of different building materials to the main building structure.
- S.2 Offices and areas for the public should be located to the street frontage.
- S.3 Colours of external finishes should be appropriate to the site and landscape. Highly reflective colours and materials, such as white or zincalume metal, should not be used.
- S.4 External walls visible from a roadway must:
 - a) contain at least 30% of materials that are not the same as the main exterior finish of the building structure;
 - b) be articulated;
 - c) not contain large continuous expanses of the same wall material.
- S.5 Sun shades, screens or canopies should be provided, particularly for windows with a westerly aspect.
- S.6 Glazing is to be non-reflective.

4.2 Building articulation

- S.7 Walls over 100m long should be articulated to reduce the expanse of the walls by using building elements such as blade walls, feature walls or different external cladding.
- S.8 The following encroachments into a setback from a road, or a side or rear setback, are permitted except to a classified road:
 - a) Entry feature or portico - to a depth of 2m and no higher than the maximum height;
 - b) Balconies, decks, patios, pergolas, terraces and verandahs – to a depth of 2.4m but no more than 50% of the width of the building, and no higher than 3m;
 - c) Emergency exit landings, steps or ramps not more than 1m in height;
 - d) Eaves, fascias, gutters, downpipes (if designed as part of an architectural feature i.e. stainless steel, or hidden within an awning 'structure');
 - e) Exterior light fittings;
 - f) Flush wall signs;

- g) Sun shades, screens or sun blinds over a window or door – to a depth of 2m;
- h) Blade/fin walls.

4.3 Caretaker's residence

- S.9 There must only be one caretaker's residence per lot.
- S.10 The caretaker's residence must appear to be part of the new building or alterations and additions, and not be a separate residence from the main development.
- S.11 The residence should be located to maximise natural surveillance of the site in the first instance, but also provide solar access to the living areas wherever possible.
- S.12 The floor area of residence should be no greater than 100m².
- S.13 The residence should be provided with a separate defined parking space as close as possible to the entrance of the residence.
- S.14 The residence is to be provided with a minimum 40m² of private open space.

4.4 Service equipment and external storage area

Service equipment includes air conditioning systems, ventilation ducts, external pipes and the like.

- S.15 Ground level service equipment should :
 - a) be behind the building line;
 - b) be screened from view from any adjacent roads;
 - c) be located away from adjoining residential development.
- S.16 Roof mounted service equipment should:
 - a) be screened from view from surrounding roads;
 - b) be below the ridgeline where the building is adjacent to a classified road;
 - c) not protrude above the maximum height of the building.
- S.17 Ancillary developments such as product storage areas or equipment rooms should be behind the building line and screened from view from any adjacent roads.

Part 5 Site facilities

Objectives

- O.1 To ensure proposed development does not negatively impact on the ongoing operation of existing approved land uses within the vicinity, including the Armidale Regional Airport.
- O.2 To ensure the proposed development does not adversely impact on the surrounding built and natural environment.
- O.3 To minimise negative impacts on adjoining non-industrial uses.

5.1 Waste storage

- S.1 A waste storage area for recyclable and non-recyclable waste is to be provided within the lot for the development.
- S.2 The waste storage areas must:
 - a) be accessible entirely within the site by waste collection vehicles;
 - b) not be forward of the building line or within any setback;
 - c) be screened from view from adjoining roads or residential development;

	d) not be located on any side of a building that faces an adjoining residence.
S.3	Waste storage areas within the Armidale Regional Airport Buffer (as shown on the Airport Buffer Map for LEP 2012) must be fully enclosed so that loose refuse does not interfere with the safe use of the runway or attract wildlife, particularly birds.
5.2	Noise and amenity
S.4	Proposed hours of operation shall be assessed in relation to the noise and traffic movements generated by the development and its proximity to adjoining areas zoned for residential use.
5.3	Lighting
S.5	Lighting structures or fixtures within 4.5 kilometres of the runway ends, and 750 metres of the runway centreline extension of the Armidale Regional Airport must: <ul style="list-style-type: none"> a) be designed by a suitably qualified lighting engineer/professional; b) consider the requirements of the Civil Aviation Safety Authority for Lighting in the Vicinity of Aerodromes.
S.6	External lighting to proposed development adjacent to a residential development must consider the residential amenity and potential impact on adjoining residents while not compromising safety and security. An external lighting scheme designed by a suitably qualified lighting engineer/professional must be submitted with any development application adjacent to a residential zone.
5.4	Signs
S.7	All signage is to be in accordance with Chapter 2.10 Signage.
5.5	Bunding
S.8	All areas for the storage and handling of chemicals, fuels and oils on-site must be designed with appropriate bunded areas that: <ul style="list-style-type: none"> a) have impervious flooring; b) have sufficient capacity to contain 110% of the largest container stored within the bund; c) are designed in accordance with pages 40-44 of <i>Storage and Handling Liquids, Environmental Protection Participants Manual, Appendix 2: Technical Considerations – 2A Secondary containment</i> (Department of Environment and Climate Change, May 2007).
Part 6	Parking and site access
	Objectives
O.1	Provide sufficient capacity and all-weather surface on-site for all activities associated with the function of the development such as deliveries, loading/unloading and storage areas.
O.2	Provide sufficient capacity and all weather surface for staff and visitor parking.
O.3	Provide a safe access into and within the site for all vehicles.
6.1	Site access
S.1	Adequate area must be provided for vehicle manoeuvring on-site, so that all vehicles can

	enter and exit in a forward direction.
S.2	Vehicle manoeuvring, driveways, turning circles etc must be in accordance with Chapter 2.9 of this DCP.
S.3	All parking and vehicle manoeuvring areas are to be a sealed surface (i.e. concrete or bitumen), including public parking areas and operational areas such as loading docks, staff parking, or vehicle manoeuvring.
6.2	Parking and access
S.4	Provision of parking is to be in accordance with Chapter 2.9 Parking of this DCP.
6.3	Loading facilities and driveways
S.5	Buildings should be provided with a loading bay so that all loading and unloading takes place wholly within the subject lot.
S.6	Loading bays must be located: <ul style="list-style-type: none"> a) behind the front building line; and b) so that they are not facing a dwelling on an adjacent lot.
S.7	Loading areas must be designed in accordance with the current edition of AS 2890.1 and AS 2890.2.
6.4	Wayfinding signs
S.8	Directional signage is to be provided on-site that directs visitors to the public parking and building entrance.
S.9	Directional signage is to be provided for delivery vehicles entering the site.
Part 7	Landscaping
	Objectives
O.1	To ensure that sites are landscaped in order to improve air quality, and provide shade, vertical elements and visual amenity.
O.2	To reduce the impact of the bulk height and scale of buildings and large, hard surfaced areas.
O.3	To ensure that planting and site preparation is planned and undertaken to optimise prospects for the survival and good health of the landscaping.
O.4	To maintain a visual buffer to road frontages, particularly along classified roads and the main approaches to Armidale, and to adjoining residential uses.
O.5	To ensure the location and species of landscaping does not prejudice safety aspects such as sight distances.
O.6	To ensure that site landscaping employs appropriate species for the local climate.
O.7	To provide plantings that minimise potential for damage to pavements, property and/or infrastructure..
7.1	Depth of landscaping
S.1	Landscaping is to be provided to all road frontages (except where vehicle or pedestrian access is required).
S.2	The depth of landscaping within the setback area shall be a minimum of:

	depth (m)
New England Highway frontage	10m
Development with a frontage opposite a residential zone	5m
All other street frontages	3m
Adjoining a Local or State Heritage Item, or within or immediately adjacent to the Heritage Conservation Area	
Adjoining a residential development/zone	
Adjoining a public reserve	
Adjoining environmentally sensitive land	

- S.3 Developments on land over 1000m² must provide a separate landscaping plan that has been prepared or endorsed by a qualified horticulturist. The plan is to include a species list, note hard landscaping such as paving or fencing; provide specifications of landscape bed details, maintenance details etc.
- S.4 Landscaping should include a variety of plant species, and species that are suited to Armidale's climate and mature or semi-mature trees appropriate to the bulk and scale of the building.
- S.5 Landscaping to classified roads, including the New England Highway, are to be of a high quality and include a substantial amount of mature and semi-mature trees, as well as ground covers, shrubs and hard landscape features.
- S.6 The location and species of trees should consider underground services, aboveground services and buildings in the vicinity. New tree plantings are to be a minimum of 3m horizontal distance from buildings or underground services.
- S.7 Landscaping must not interfere with the ongoing safe operation of the Armidale Regional Airport Buffer. For example, the mature height of trees is not to intrude into the Obstacle Limitation Surface Map or Procedures for Air Navigation Services Operations Surface Map for the Airport ; or species are not to attract a significant amount of birdlife.
- S.8 Landscaping beds shall:
- have a soil depth of at least 1m;
 - have edge support;
 - be mulched;
 - have access to water - an outdoor tap, or where lots are larger than 1000m² an automated watering system is to be provided.

7.2 Fences and Gates

- S.9 The following requirements are for fencing within the setback area :

Adjacent to	Fence and gate type
The New England Highway	<ul style="list-style-type: none"> • Maximum 3m above existing ground level • Constructed of black wire mesh
Classified roads (<i>except the New England Highway</i>) Primary road frontages	<ul style="list-style-type: none"> • Maximum 3m above existing ground level; • Not be constructed of solid material more than 1m above finished ground level • Components be a dark, subdued colour such as black wire mesh or dark green pickets
Secondary road frontages (<i>that are not a classified road</i>)	<ul style="list-style-type: none"> • Maximum 3m above existing ground level; • Components be a dark, subdued colour such as black or dark green
Side and rear boundaries to an adjoining industrial development	<ul style="list-style-type: none"> • Maximum 3m above existing ground level;
Side and rear boundaries to an adjoining residential development	<ul style="list-style-type: none"> • Maximum 3m above existing ground level; • Any portion of the fence above 1.8m shall be at least 50% transparent, and not reduce solar access to private open space or living areas of the adjacent dwelling between 10am and 2pm on 22 June (i.e. mid-winter).
7.3 Existing vegetation	
S.10 Where tree removal or pruning is required to facilitate development, the provisions outlined in the <i>LEP 2012</i> and Chapter 2.2 – Tree Preservation apply.	
Part 8 Streetscape	
<p>S.1 A concrete footpath to Council’s standards is required to the frontage of:</p> <ol style="list-style-type: none"> a) all new development on a vacant site; b) alterations and additions where the work is more than 25% of the existing development (including external works). <p>S.2 Street tree planting to Council’s standards is required to the frontage of:</p> <ol style="list-style-type: none"> a) all new development on a vacant site; b) alterations and additions where the work is more than 25% of the existing development (including external works). 	
<p>Part 9 Utility infrastructure</p> <p>Objectives</p> <p>O.1 To ensure that land within Council’s Development Servicing Plan for Water and Sewerage is provided with services in accordance with that Plan.</p> <p>O.2 To ensure internal services are positioned for effective use of land and access by servicing authorities.</p> <p>O.3 To ensure that all development has adequate water supply to meet domestic/commercial,</p>	

and fire fighting demands.

O.4 To ensure that satisfactory provision is made for the safe and nuisance free disposal of effluent.

O.5 To ensure that an adequate electricity supply is available for the intended use.

Note: Under the provisions of s.68 of the *Local Government Act 1993*, approval will be required from Council for a new water and/or sewer connections.

9.1 Water supply

S.1 All development identified in the 'Water DSP Development Area' in Council's Development Servicing Plan for Water and Sewerage must connect to Council's reticulated water supply.

S.2 The development shall be connected to a reticulated water supply with adequate capacity for fire fighting purposes.

9.2 Sewerage systems

S.3 All development identified in the 'Sewerage DSP Development Area' in Council's Development Servicing Plan for Water and Sewerage must connect to Council's reticulated sewerage system.

9.3 Stormwater drainage

S.4 Stormwater drainage systems are to be designed in accordance with Chapter 2.7 Floodplain Protection and Stormwater Drainage.

9.4 Electricity and telecommunications supply

S.5 Electricity and telecommunications supply requirements are outlined in Chapter 2.1 Site Analysis.

Part 10 Earthworks

S.1 Earthworks, including excavation, fill, retaining walls, batters and geotechnical investigations (including soil, slip and spring activity) are required, the relevant provisions in *LEP 2012* Clause 6.1 Earthworks and Chapter 2.6 – Earthworks and Geotechnical Assessment must be applied.

Part 11 Subdivision

Objectives

O.1 To provide new lots that are of a sufficient size and dimension to accommodate future development.

O.2 To ensure that services are provided in an orderly and efficient manner to meet the requirements of future development.

O.3 To ensure all development has legal and properly constructed access.

11.1 Lot dimensions

S.1 New lots are to have a minimum frontage of 20m.

S.2 Subdivision is not to create a new lot with access via a battleaxe handle.

11.2 Roads

- S.3 All new lots created by a subdivision must have legal and properly constructed access with the minimum road standard specified in Armidale Dumaresq Engineering Code.
- S.4 Subdivision creating more than 10 lots accessed by a cul-de-sac is to have alternative emergency vehicular access.
- S.5 No new access points are permitted to the New England Highway.

11.3 Water supply

Servicing Authority: Armidale Dumaresq Council

- S.6 Each lot created by subdivision of land must be provided with a connection to Council's reticulated water supply.
- S.7 Water systems must:
- a) be designed to the standards specified in Council's Engineering Code;
 - b) be designed to be easily accessible and maintained;
 - c) meet the minimum standards for both domestic supply and fire fighting purposes.

11.4 Sewerage systems

Servicing Authority: Armidale Dumaresq Council

- S.8 Each lot created by subdivision of land must be provided with a connection to Council's reticulated sewerage system.
- S.9 Sewerage systems must be designed:
- a) to the standards in Council's Engineering Code;
 - b) to allow each new lot to be serviced by gravity drainage;
 - c) to be easily accessible and maintained.

11.5 Electricity and telecommunications supply

- S.10 Electricity and telecommunications supply requirements are outlined in Chapter 2.1 Site Analysis.