

COUNCIL ASSESSMENT REPORT

Panel Reference	PPSNTH-150
DA Number	DA-16-2022
LGA	Armidale Regional Council
Proposed Development	Information and Education Facility - Australian Transport Museum, Building Identification Signage, On-Site Car Parking, Landscaping and Associated Site Works
Street Address	9 Cameron Drive ARMIDALE NSW 2350
Applicant/Owner	The Australian Transport Museum Ltd / Armidale Regional Council
Date of DA lodgement	14 February 2022
Number of Submissions	0
Recommendation	Approval with Conditions
Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011	<p>The proposal has a CIV of >\$5 million and Council is the owner of the land.</p> <p>Under clause 20 of the SRD SEPP the development is considered regional development and the application must be referred to the Northern Regional Planning Panel for determination.</p> <p>SCHEDULE 7</p> <p>3 Council related development over \$5 million</p> <p><i>Development that has a capital investment value of more than \$5 million if –</i></p> <p style="padding-left: 40px;"><i>(b) the Council is the owner of any land on which the development is to be carried out.</i></p>
List of all relevant s4.15(1)(a) matters	<ul style="list-style-type: none"> • State Environmental Planning Policy (State and Regional Development) 2011 • State Environmental Planning Policy (Infrastructure) 2007 • State Environmental Planning Policy No 55 – Remediation of Land • State Environmental Planning Policy No. 64 Advertising and Signage • Armidale Dumaresq Local Environmental Plan 2012 • Draft Armidale Regional Local Environmental Plan • Armidale Dumaresq Development Control Plan 2012 • New England Northwest Plan 2036
List all documents submitted with this report for the Panel's consideration	<p>Appendix A – Recommended Conditions of Consent</p> <p>Appendix B – Architectural Plans</p> <p>Appendix C – Statement of Environmental Effects</p> <p>Supporting information supplied by the applicant:</p> <ul style="list-style-type: none"> • Swept Path and Solar Access Modelling • Cost breakdown

Report prepared by	Kate Blackwood
Report date	24 June 2022

Summary of s4.15 matters Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the assessment report?	Yes
Legislative clauses requiring consent authority satisfaction Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report	Yes
Clause 4.6 Exceptions to development standards If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?	Not Applicable.
Special Infrastructure Contributions Does the DA require Special Infrastructure Contributions conditions (S7.24)?	No
Conditions Have draft conditions been provided to the applicant for comment?	Yes



Further Application Details:

DA Lodgement Date:	14 February 2022
Additional Information received?	N/A
Estimated Construction Value of Development:	\$6,402,000.00
Capital Investment Value:	\$5,820,000.000

Glossary of terms used in this report:

BCA – Building Code of Australia

DA – Development Application

DCP - Armidale Dumaresq Development Control Plan 20012, as amended

LEP – Armidale Dumaresq Local Environmental Plan 20012, as amended

SEE – Statement of Environmental Effects

SEPP – State Environmental Planning Policy

ARC – Armidale Regional Council

Assessment Report and Recommendations

DA-16-2022 / NRPP Ref. PPSNTH-150

EXECUTIVE SUMMARY

The following report provides an assessment of the Development Application (DA-16-2022) for a new information and education facility, being the Australian Transport Museum, to be erected upon Lot 125 DP 1277428, land also known as 9 Cameron Drive, Armidale NSW 2350.

The Northern Region Planning Panel is the determining authority for this DA as the proposed development has a capital investment value of more than \$5 Million and Council is the owner of the land on which the development is to be carried out. The capital investment value of the project, as estimated by the Applicant is \$5,820,000.00 (excl. GST).

Description of Proposal

Council is in receipt of a Development Application (DA-16-2022) for the new Australian Transport Museum comprising a new steel framed and clad industrial building, with included retail shop, offices and amenities. The primary purpose of the museum will be for the storage and display of historic automotive collections to the general public during nominated opening hours.

Transport memorabilia will be available for retail sale through the shop component of the building. The building will also contain the offices and meeting rooms of the museum. The Australian Transport Museum will be responsible for the maintenance, daily operations and ownership of the displays.

Car parking for the museum will be provided adjacent to the proposed building in line-marked parking spaces. A dedicated through lane for bus & coach access will be provided adjacent to the building entry.



Figure 1. View of the proposed Museum building from Cameron Drive

Permissibility:

The subject site being Lot 125 DP 1277428 and known as 9 Cameron Drive, is currently zoned IN2 Light Industrial under ADLEP 2012.

The proposed development being for a transport museum and associated development, is considered to be an Information and Education Facility, which is defined under the Standard Instrument as:

- *a building or place used for providing information or education to visitors, and the exhibition or display of items, and includes an art gallery, museum, library, visitor information centre and the like.*

The proposed development complies with the relevant aims, objectives and provisions of the Armidale Dumaresq Local Environmental Plan (ADLEP) 2012 and Armidale Dumaresq Development Control Plan 2012. Development for the purposes of an *Information and Education Facility* is permissible with consent pursuant to Clause 5 of Schedule 1- 'Additional permitted use' of ADLEP 2012. In this regard, the Northern Regional Planning Panel is the Consent Authority for this Development Application.

Key Issues

From the attached Assessment Report, key issues for this project can be summarised as follows:

- The proposal, being for Council related development over \$5 million, is considered to be Regionally Significant Development under Clause 3 of Schedule 7 of SEPP (State and Regional Development) 2011.
- The subject Site has been assessed in accordance with Clause 7 of SEPP No 55 – Remediation of Land and is considered to be suitable for the proposed development.
- The proposed signage has been assessed against the relevant provisions of SEPP No. 64 - Advertising and Signage and complies with the assessment criteria under Schedule 1 of the SEPP.
- The proposal is considered to be consistent with the relevant provisions of Armidale Dumaresq Local Environmental Plan 2012 and is permissible with consent on the land pursuant to Clause 5 of Schedule 1 of the LEP.
- The proposal has been assessed against Draft Armidale Regional Local Environmental Plan and is not inconsistent with the Draft instrument.
- The proposal has been assessed under the relevant Chapters of Armidale Dumaresq Development Control Plan 2012 and is considered to be satisfactory have regard to the relevant provisions.
- The development is considered to be consistent with the New England North West Regional Plan 2036.
- There are no planning agreements for this proposal.
- Relevant Clauses of the Regulations have been considered during the assessment of this proposal.
- The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality have been assessed during the assessment of this proposal and are considered to be satisfactory in the

circumstances of the case, subject to recommended conditions, as detailed throughout this report.

- The site has been assessed for its suitability for the proposed development and it is considered that the proposal will not result in any adverse impacts on the locality.
- The Application was exhibited between 21 February 2022 and 7 March 2022 (14 days), with no submissions being received in regards to the proposal.
- Having regard to the matters considered throughout this report and the assessment of the Application against the relevant heads of consideration under S4.15(1) of the Act, the proposal is not detrimental to the public interest.

Conclusion:

As a result of this assessment, the proposed development is recommended for conditional consent. **Annexure A** to this report contains all relevant conditions identified throughout the assessment process and as discussed in the Council officer's report.

Recommendation:

(a) That having regard to the assessment of the Application, DA-16-2022 (NRPP ref PPSNTH-150) be granted conditional consent in the terms set out in Annexure A to this report.

Annexures:

Annexure A – Recommended Conditions of Consent

Annexure B – Architectural Plans

Annexure C – Statement of Environmental Effects

The SITE

The development Site (Lot 125 DP 1277428) is approximately 4km south west of Armidale on the New England Highway. The allotment was created in a 72 lot industrial subdivision around the existing Armidale Airport and is part of the new Airside Business Park.

The land is zoned IN2 Light Industrial under the Armidale Dumaresq LEP 2012 and has a total area of 5,004m². It is currently held in ownership by Armidale Regional Council.

Access to the Site can be gained from Cameron Drive. There is no access via the New England Highway. Kerb and guttering in Cameron Drive is of the mountable kerb design, allowing free driveway access along the whole primary road frontage. Pedestrian access is also provided via the footpath within the road reserve.

Between the Site and the New England Highway is a 6m wide public reserve for landscaping, currently planted with native screening plantings. As these plantings mature, screening heights of 6m to 10m are expected along the southern elevation. The Site primarily comprises grassy cover that has been levelled and maintained for future development. There is no other remnant vegetation within the development footprint.

Land surrounding the Site comprises primarily light industrial zoned allotments dedicated for future industrial development. The Armidale Airport and associated runways and hangars are also directly north of the Site. Development consent has recently been granted for a Highway Services Centre adjacent to the highway roundabout.

The Site contains a 4.2m wide x 7m long easement for electrical installation at the south-west corner fronting Cameron Drive, which currently houses an electrical substation. A smaller 2m x 2m easement in the south-east corner of the site is provided for stormwater drainage and connection to the existing Council sewer, which runs along the south-eastern boundary of the site within the adjoining public reserve. Apart from the sewer drainage line, water, electricity and NBN services are available to the Site, with connection points provided at the north-west corner of the site, adjacent to Cameron Drive.



Figure 2. View of the Site from New England Highway



Figure 3. View of the Site from Cameron Drive

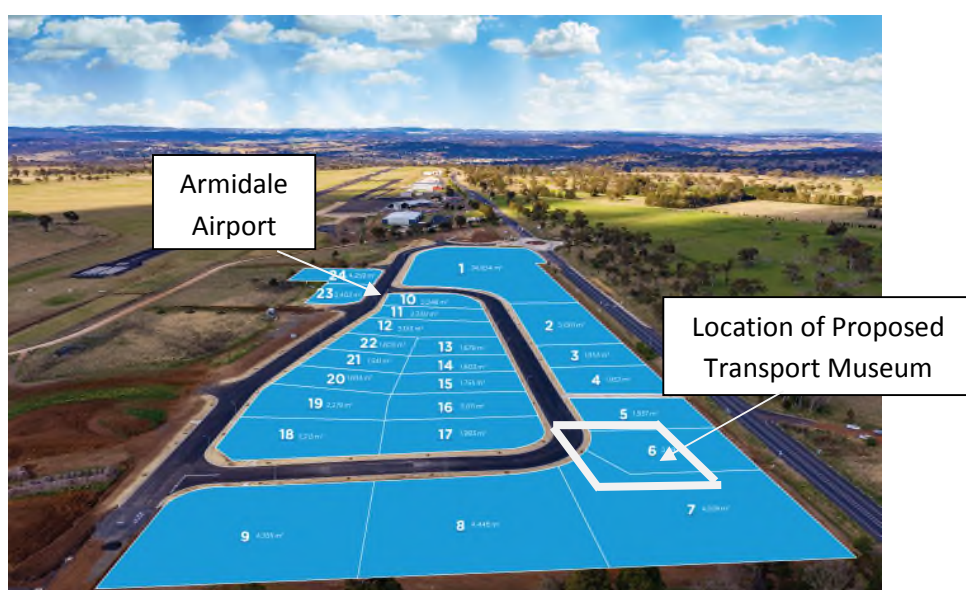


Figure 4. Armidale Airside Business Park

Referrals undertaken and other approvals required

SEPP (Infrastructure) cl.45 - Essential Energy

The key interests for Essential Energy were the proximity of the proposed museum building to the existing electrical substation at the Site and easement electricity affecting Lot 125 DP 1277428. The agency made the following comments in regards to the proposal which have been included in the conditions of consent.

- No ventilation system and no hot water system is to be placed within 6 metres of the padmount substation.

Essential Energy makes the following general comments:

- If the proposed development changes, there may be potential safety risks and it is recommended that Essential Energy is consulted for further comment;
- Any existing encumbrances in favour of Essential Energy (or its predecessors) noted on the title of the above property should be complied with;
- Any activities in proximity to electrical infrastructure must be undertaken in accordance with the latest industry guideline currently known as ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure;
- Prior to carrying out any works, a “Dial Before You Dig” enquiry should be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the Electricity Supply Act 1995 (NSW); and
- It is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW (www.safework.nsw.gov.au) has publications that provide guidance when working close to electricity infrastructure. These include the Code of Practice – Work near Overhead Power Lines and Code of Practice – Work near Underground Assets.

Post consent, the proposal will require separate approvals under the Roads Act 1993 and under the Local Government Act 1993 for work in Council’s road reserves, as well as water, sewerage and drainage work connected with the proposal.

Political Donations

At the time of lodging the Development Application the Applicant indicated, pursuant to Section 10.4(4) of the Environmental Planning and Assessment Act 1979, no reportable political donation or gift had been made by the Applicant or any person with a financial interest in this Application to a local Councillor or employee of Armidale Regional Council.

MATTERS FOR CONSIDERATION

Development Application DA-16-2022 (NRPP Ref. PPSNTH-150) was lodged with Council on 14 February 2022. The proposal is not considered to be Designated Development or Integrated Development. The assessment of this Development Application has been undertaken in accordance with Section 4.15 (1) of the Environmental Planning and Assessment Act 1979, as amended. In determining a development application, a consent authority is to take into consideration various matters, of which those pertaining to the application are listed below:

PROVISIONS OF ANY ENVIRONMENTAL PLANNING INSTRUMENT 4.15(1)(a)(i)

Biodiversity Conservation Act 2016 (BC Act)

The BC Act provides for the conservation of threatened species, populations and ecological communities. The Act is integrated with the NSW EP&A Act and requires consideration of whether a development or an activity is likely to significantly affect threatened species, populations and ecological communities or their habitat. Under Part 7 of the Act, the development must consider potential impacts to threatened species and ecological communities listed under the Act in accordance with Part 7, Division 1 Section 7.3.

As outlined in the SoEE, the proposal is unlikely to affect threatened species and a biodiversity development assessment report is not required to accompany the development application in accordance with Section 7.7(2) of the BC Act.

The development would not exceed biodiversity offsets scheme threshold and therefore is not considered to have significant impact pursuant to Section 7.2(1)(B).

The development would not impact upon any declared areas of outstanding biodiversity value and therefore is not considered to affect threatened species pursuant to Section 7.2(1)(c).

Fisheries Management Act 1994 (FM Act)

The FM Act provides for the protection, conservation, and recovery of threatened species defined under the Act. It also makes provision for the management of threats to threatened species, populations, and ecological communities defined under the Act, as well as the protection of fish and fish habitat in general.

The activity does not involve harm to mangroves or other protected marine vegetation, blocking of fish passage or impact Key Fish Habitat (KFH). Therefore, the works will not require a permit under Section 200 of the FM Act.

National Parks and Wildlife Act 1974 (NPW Act)

The NPW Act is administered by the Director-General of the National Parks and Wildlife Service, who is responsible for the control and management of all national parks, historic sites, nature reserves, and Aboriginal areas (among others). The main aim of the Act is to conserve the natural and cultural heritage of NSW. The Act aims to conserve the natural and cultural heritage of NSW. Where works will disturb Aboriginal objects, an Aboriginal Heritage Impact Permit (AHIP) is required.

A Due Diligence assessment has been undertaken in accordance with the Due Diligence Code of Practice. The proposed works will not impact on any Aboriginal sites or objects as outlined in the SoEE. As such, an AHIP is not required. The proposed development is unlikely to harm Aboriginal objects and therefore a permit under the NP&W Act is not required.

Heritage Act, 1977

The NSW Heritage Act 1977 provides protection of the environmental heritage of the State which includes places, buildings, works, relics, movable objects or precincts that are of State or local heritage significance. A key measure for the identification and conservation of State significant items is listing on the State Heritage Register (SHR) as provided in Part 3A of the Act.

A search of the state heritage register was undertaken and found no heritage items located within or directly adjacent to the proposed work site and as such no approvals under the Heritage Act 1977 are required.

Protection of the Environment Operations Act 1997 (POEO Act)

The POEO Act is the key environmental protection and pollution statute in NSW. The POEO Act is administered by the Office of Environment and Heritage (OEH) and establishes a licensing regime for waste, air, water and land pollution. Relevant sections of the Act are listed below:

- Part 5.3 Water Pollution
- Part 5.4 Air Pollution
- Part 5.5 Noise Pollution
- Part 5.6 Land Pollution and Waste.

Any work potentially resulting in pollution must comply with the POEO Act. Relevant licences must be obtained if required. No licences have been identified as being required for this Project.

Water Management Act 2000 (WM Act)

The WM Act's main objective is to provide for the sustainable and integrated management of the water sources of the State for the benefit of both present and future generations. The WM Act is administered by NSW Department of Primary Industries Water (DPI – Water) (previously NSW Office of Water) and establishes an approval regime for activities within waterfront land.

A Controlled Activity approval is typically required for work within 40m of the highest bank of a river, lake or estuary. Section 91E of the Act creates an offence for carrying out a controlled activity within waterfront land without approval.

The development Site is not within 40m of any waterway therefore no approvals are required under this Act.

State Environmental Planning Policy No. 55 Remediation of Land

State Environmental Planning Policy 55 - Remediation of Land (SEPP 55) is applicable. Pursuant to Clause 7 Contamination and remediation must be considered in determining development application:

A consent authority must not consent to the carrying out of any development on land unless:

- (a) it has considered whether the land is contaminated, and
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

Clause	Subject	Comments
7	Contamination and need for remediation to be considered in determining development applications	<p>Although the subject Site is identified in Council's information system for potentially contaminated land, this control applies to all land that comprises the Armidale Airport. The land is not listed on the NSW Environment Protection Authority's online register of Records under Section 58 of the <i>Contaminated Land Management Act 1997</i>.</p> <p>There are a number of historic land uses that may have resulted in contamination. As such, a Preliminary Site Investigation was undertaken as part of the subdivision to consider the viability of the land for development from a contamination perspective.</p> <p>The report identified a sheep dip as well as packing and juicing sheds associated with the historical operation of a commercial orchard, none of these uses were located within proximity to the development Site for the new museum (Lot 125 DP 1277428).</p> <p>In this instance, further investigation is not considered to be necessary because the matter was considered in detail by Council during the assessment of DA-46-2017 and the land was found to be generally fit for purpose.</p>

State Environmental Planning Policy No 64 – Advertising and Signage

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) is applicable to the development as it sets out planning controls for advertising and signage in NSW. The SEPP requires signage to be compatible with the future character of an area, provide effective communication in suitable locations and be of high quality design & finish. Council must assess any proposed signage in accordance with the assessment criteria in Schedule 1.

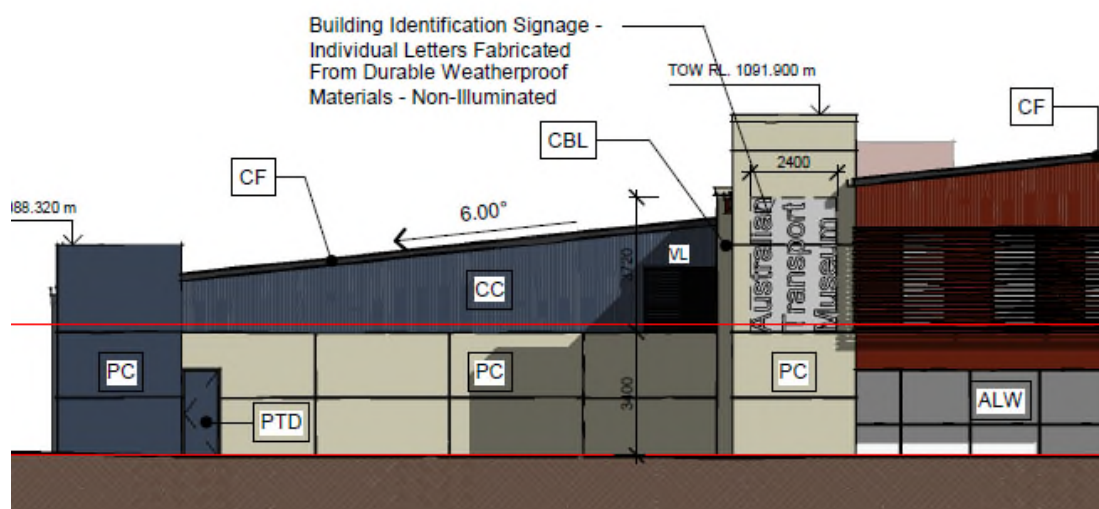


Figure 5. Proposed building Identification Signage as seen from Cameron Drive

Schedule 1 Assessment Criteria

1 Character of the area

- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?

Satisfactory – the proposal is located within the IN2 Light Industrial zone and is consistent with the character of the area, being the Airside Business Park. It is worth noting that the signage will be visible from the New England Highway in an attempt to attract visitation to the museum from passing motorists. The proposed business identification signage is adequately modest and will not cause adverse visual impacts enroute to Armidale. Referral to RMS is not required in this instance

There is no particular set theme for outdoor advertising in the area or locality.

2 Special areas

- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?

Satisfactory – building on from above comments, there are no special areas which would be unreasonably affected by the development.

3 Views and vistas	
<ul style="list-style-type: none"> • Does the proposal obscure or compromise important views? • Does the proposal dominate the skyline and reduce the quality of vistas? • Does the proposal respect the viewing rights of other advertisers? 	<p>Satisfactory – the proposal would not exceed the height of the host building, and it would not affect any important views. Both signs would fit wholly within the building features and not protrude beyond the building line in any manner.</p> <p>The proposal would not affect the viewing rights of other advertisers.</p>
4 Streetscape, setting or landscape	
<ul style="list-style-type: none"> • Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? • Does the proposal contribute to the visual interest of the streetscape, setting or landscape? • Does the proposal reduce clutter by rationalising and simplifying existing advertising? • Does the proposal screen unsightliness? • Does the proposal protrude above buildings, structures or tree canopies in the area or locality? • Does the proposal require ongoing vegetation management? 	<p>Satisfactory – the proposal would not be excessive when taking into account the size of the host building, and would provide modest business identification to alert visitors the location of the museum and potentially attract visitation from motorists on the New England Highway.</p> <p>It is not considered to provide any visual interest to the streetscape but is in keeping with the theme of the building.</p> <p>The sign would not protrude above the host building.</p> <p>Vegetation management and screening of unsightliness are not relevant to the proposal.</p>
5 Site and building	
<ul style="list-style-type: none"> • Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? • Does the proposal respect important features of the site or building, or both? • Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>Satisfactory – The proposed signage would fit comfortably within the building elevation.</p> <p>The host building does not include any important features at the subject elevation.</p> <p>The proposal is reasonably subordinate when viewed in context with the scale of the host building (Australian Transport Museum).</p>
6 Associated devices and logos with advertisements and advertising structures	
<ul style="list-style-type: none"> • Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? 	<p>N/A – the proposed signage would be fixed to the building as deemed necessary.</p>

7 Illumination	
<ul style="list-style-type: none"> •Would illumination result in unacceptable glare? •Would illumination affect safety for pedestrians, vehicles or aircraft? •Would illumination detract from the amenity of any residence or other form of accommodation? •Can the intensity of the illumination be adjusted, if necessary? •Is the illumination subject to a curfew? 	N/A – none proposed
8 Safety	
<ul style="list-style-type: none"> •Would the proposal reduce the safety for any public road? •Would the proposal reduce the safety for pedestrians or bicyclists? •Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	The proposed signage is mounted to the museum building which is within the lot boundaries and is therefore considered acceptable with regards to public safety.

Armidale Dumaresq Local Environmental Plan 2012

The Armidale Dumaresq Local Environmental Plan (ADLEP) 2012 is the primary local planning instrument that sets a range of controls for development in the Armidale Regional local government area. The proposed development would be located upon land zoned IN2 Light Industrial under the ADLEP 2012.

Permissibility

The Australian Transport Museum Ltd. proposes the construction and operation of an industrial style building to house its collection, and visiting collections, of veteran and vintage vehicles. These collections will be available to the public in a series of museum displays highlighting the vibrant history of Australian transport throughout the 19th century. The proposed use is classified in the LEP under the definition of an *information and education facility*. While development for an *education facility* is prohibited development in Zone IN2, the current revision of the LEP makes provision for development for this purpose in Schedule 1 Additional Permitted Uses, Item 5. The Additional Permitted Uses Map 2A identifies the subject land as the item in question, although Lot 2 DP 1198787 has been subdivided for the Airport Business Park, and the current Site has been registered as Lot 125 DP 1277428.

The following clauses of the Armidale Dumaresq Local Environmental Plan 2012 have been assessed as being relevant and matters for consideration in the assessment of the development application.

Armidale Dumaresq Local Environmental Plan 2012	Complies?
Clause 1.2 Aims of Plan	
The proposed development is consistent with the relevant aims of this Plan.	Complies? Yes
Clause 2.2 Zoning of land to which Plan applies	
The subject Site is zoned IN2 - Light Industrial	Noted.
Clause 2.3 Zone objectives and Land Use Table	
While development for the purposes of an <i>education facility</i> is prohibited within the zone, the current revision of the LEP makes provision for development for this purpose in Schedule 1 - Additional Permitted Uses.	Complies? No - prohibited development. See clause below.
Clause 2.5 Additional permitted uses for particular land	
<p>The Additional Permitted Uses Map 2A identifies the subject land as the item in question, although Lot 2 DP 1198787 has been subdivided for the Airport Business Park, and the current site has been registered as Lot 125 DP 1277428.</p> <p>5. Use of certain land at Saumarez Road, Armidale</p> <p>(1) This clause applies to land at Saumarez Road, Armidale, being part of Lot 2, DP 1198787 and identified as "Item 5" on the Additional Permitted Uses Map.</p> <p>(2) Development for the purposes of <i>information and education facilities</i> is permitted with development consent.</p>	Complies? Yes
Clause 5.10 Heritage conservation	
<p>No heritage items are located on the site and no known Aboriginal sites are located on the site.</p> <p>An AHIMS search was undertaken which found no nearby artefacts.</p> <p>The agricultural history of the site is sufficient evidence that the site is classified as 'disturbed' under the "Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW".</p> <p>As a result of this, and the AHIMS search that has been carried out finding no nearby artefacts, it is determined that the project will have no impact on Aboriginal objects.</p> <p>As such, no further investigations are required.</p>	Complies? Yes

Clause 6.1 Earthworks	
<p>The proposed development will require earthworks to be undertaken at the Site during the construction phase to establish the footings of the new building and associated parking areas.</p> <p>Erosion and sediment control measures are required before any works commence to mitigate the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development.</p>	Complies? Yes - subject to condition for erosion and sediment control.
Clause 6.3 Airspace operations	
<p>The Limitation or Operations Surface (Obstacle Limitations Surface Plan) for Armidale Regional Airport shows a contour for the development site with a minimum intrusion height of 35m and a maximum development height of 38m above ground level.</p> <p>The maximum height of the proposed building is 11.8m.</p>	Complies? Yes
Clause 6.4 Development in areas subject to aircraft noise	
<p>This clause applies to development that is on land near the Armidale Regional Airport and is in an ANEF contour of 20 or greater. The objectives of this clause are to prevent certain noise sensitive developments from being located near the Armidale Regional Airport and its flight paths, and implement appropriate noise attenuation measures where needed.</p> <p>While the proposed development is not a <i>typical</i> noise sensitive use, inside the museum building should be quiet and have a high level of amenity for the comfort and wellbeing of visitors and staff.</p> <p>To address this, the building design incorporates noise reducing materials including precast concrete panel external walls and aluminium foil sarking in the roof lining. Roof lining has added acoustic benefits such that it dampens noise from rain falling on the roof and other outside influences to create a quieter indoor space. Additionally, the proposed office and retail spaces will be further insulated with internal walls to be constructed of timber and gyprock and lined with insulation for thermal comfort.</p> <p>While it is acknowledged noise from aircraft landing and taking off from the airport <i>may</i> periodically be heard by visitors within the museum, Council is satisfied the final design incorporates an adequate level of noise attenuation to maintain a high level of amenity within the building and the experience to visitors would not be compromised by noise from the airport. Further to this, the proposed development is not likely to hinder or have any other adverse impacts on the ongoing, safe and efficient operation of the airport.</p>	Complies? Yes

Clause 6.5 Development within a designated buffer	
<p>The subject Site is identified on the LEP Mapping (Airport Buffer Map) as being within the Airport Buffer Area (ARA).</p> <p>As the proposed building will operate as a museum between the hours of 9.00am and 5.00pm, there is the potential for noise disruption from commercial aircraft takeoffs and landings. The operators of the facility are aware of this and it is deemed that the 5 takeoffs and landings during operational hours will not cause disruption to the day to day operations of the facility.</p>	Complies? Yes
Clause 6.6 Essential Services	
<p>The subject land was provided with electricity, water and stormwater drainage infrastructure at the time of subdivision. Council is satisfied the following services that are essential for the development are readily available-</p> <ul style="list-style-type: none"> (a) The supply of water, (b) The supply of electricity, (c) The disposal and management of sewerage, (d) Stormwater drainage, & (e) Suitable road access (Cameron Drive). 	Complies? Yes

PROVISIONS OF ANY DRAFT ENVIRONMENTAL PLANNING INSTRUMENT THAT HAS BEEN PLACED ON EXHIBITION 4.15(1)(a)(ii)

The draft LEP has been exhibited as a consolidation of the Guyra LEP 2012 and the Armidale Dumaresq LEP 2012 following amalgamation of the Councils in 2016. As such, the draft LEP mainly carries forward existing conditions that prevailed in each LEP. No changes have been identified in the draft LEP which would impact upon this proposal.

PROVISIONS OF ANY DEVELOPMENT CONTROL PLAN 4.15(1)(a)(iii)

The **Armidale Dumaresq Development Control Plan (DCP) 2012** applies to the land. The following Sections of the Armidale Dumaresq Development Control Plan 2012 have been assessed as being relevant and matters for consideration in the assessment of the development application.

Armidale Dumaresq Development Control Plan 2012 - Section 2 Site Analysis and General Controls	
2.1 Site Analysis	
Section 2 - Site Analysis and General Controls must be read in conjunction with the relevant chapter relating to the type of development being undertaken.	Noted
2.3 European Heritage	
<p>The objectives of this chapter seek, in part, to ensure the setting of places of heritage significance and the streets in which they are located are not compromised by unsympathetic new development.</p> <p>There are no items of environmental heritage present on the subject allotment, however the subject land is in the vicinity of Saumarez Homestead which is listed in the State Heritage Register (SHR 01505), the Armidale Dumaresq Local Environmental Plan 2012 and the National Trust Register. It is owned and managed by the National Trust as a house museum, with tours of the house and gardens provided by the Trust.</p> <p>Due to the generous setbacks (>1.5km) from the subject Site to Saumarez Homestead, it is considered there would be no adverse impacts to the heritage significance of Saumarez as a result of the development proceeding. No further investigation is deemed necessary in this instance.</p>	Complies? Yes
2.4 Aboriginal Heritage	
<p>This chapter seeks to identify, protect and conserve items and places of aboriginal significance for the benefit of the community and future generations. Council must consider particular characteristics of a proposed development site and its potential to contain items of Aboriginal archaeological heritage significance. Generally, areas where land disturbance has been most intensive will have the lowest frequency of sites.</p> <p>The development Site is considered to be significantly disturbed through agricultural activities initially and later by site works to facilitate the industrial subdivision. Furthermore, there are no watercourses, rocky outcrops or old growth trees at the Site.</p> <p>Council is satisfied there are no recorded Sites in the immediate vicinity or within 100-200m of the development footprint. A standard condition will apply that during the construction phase all works must cease immediately if a relic or Aboriginal object is unexpectedly discovered. The applicant must then notify and adhere to guidance by the Heritage Council of NSW in respect of a relic.</p>	Complies? Yes

2.5 Contaminated Land

An assessment against the provisions of State Environmental Planning Policy No. 55 – *Remediation of Land* has been undertaken as detailed in this assessment report. A Preliminary Site Investigation was not required for the proposed development.

Complies? Yes

2.6 Earthworks and Geotechnical Investigations

This Chapter ensures that geotechnical risks are recognised; that earthworks do not impact on local amenity, site safety and stability; and that appropriate engineering solutions are provided for development where these hazards exist. It is noted that the subject land is not identified as being spring affected in accordance with the provisions of this Part.

Earthworks will be required to construct new footings and internal roadworks as well as to provide essential services to the proposed museum building. There will be no retaining walls required and considering the flat nature of the subject land, matters such as slope instability are not expected.

Relevant matters such as erosion, sedimentation, potential archaeological relics, and nuisance impacts (dust) during site works have been addressed via the inclusion of appropriate conditions of development consent.

Complies? Yes

2.7 Floodplain Protection and Stormwater Drainage

The proposed development has been assessed against the provisions of this Chapter by Council's Development Engineer.

The Site is not mapped as flood prone land according to Councils flood mapping.

Stormwater is proposed to be managed onsite. The issue of stormwater management from impervious surfaces has been addressed by the inclusion of appropriate conditions of development consent, including implementation of a Stormwater Management Plan for the construction and operation phase of the development.

Complies? Yes

2.8 Noise

The objective of this chapter is to identify and guide design so that excessive noise impacts from noise-generating land uses are identified and appropriate mitigation strategies are applied.

As the proposed development is adjacent to the New England Highway, noise impacts from passing traffic should be considered in the assessment of the application.

To address potential noise effects from the Highway, the proponent has incorporated appropriate external building materials including pre-cast concrete panel external walls and lining within the roof which would act as an effective noise barrier and absorb traffic sounds so that noise levels within the museum are at an acceptable low level for visitors and staff.

It is further noted this section of the New England Highway has a 60km/hr speed zone and is within close proximity to the new roundabout. It is acknowledged road noise from the Highway is drastically decreased where speed zones are reduced.

Complies? Yes

2.9 Parking

Part 2 Parking Guidelines

2.1 Off-street parking provisions

Vehicle parking for the proposed use is provided in accordance with Appendix 1 of the DCP. Required Parking for information & education facilities (museums) to be based on a traffic / parking study for the specific use.

Based on an expected visitation of 18,000 people per annum, with an expected operational frequency of 362 days per year (excludes Christmas Day, Good Friday and Easter Sunday), visitations by approximately 50 people per day can be expected. With an average stay of 3 hours per person per day, opening hours of 9.00am to 5.00pm, and expected visitations by bus tour groups, it is likely that there will be relatively low demand for parking spaces. Parking for day visitors and staff will be provided in line marked parking spaces on the north-eastern and south-western sides of the building. A total of 24 car spaces, including one space for people with a disability, will be provided. The proposed allocated car parking is deemed ample for the anticipated visitation to the museum and Council is satisfied the parking provisions under the DCP have been adequately addressed by the proponent in the final design.

Service vehicles will be able to access and egress the site using the bus through lane. The only service vehicles expected are for rubbish collection and removal. Vehicles displayed in the museum will be mostly driven to the museum under their own power or towed on a single trailer.

Complies? Yes

2.10 Signage

Building identification signage on the southeast, north-east and north-west facades will:

- Be of the 'skeleton letter' type,
- Not protrude more than 30cm from the wall on which it is attached,
- Not project above the wall on which it is displayed,
- Not be illuminated,
- Have a total area less than 3 times the distance from lowest part of sign to the ground.

Complies? Yes

Section 5 Commercial and Industrial Development Controls - Chapter 5.2 Industrial Development

3.1 Maximum Heights

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 the New England Highway – maximum 12m at the required setback and then 45 degrees from the horizontal to a height of 15m.

The maximum height of the building at the highest parapet above ground level is 11.8m. This is the height adjacent to the boundary closest to the New England Highway. Neither the building nor the signage penetrates the extents of the Operations Surface Plan for Armidale Regional Airport.

Complies? Yes

3.2 Setbacks from Roads

The allotment has been created in such a way that a 6m wide public reserve forms a landscaped buffer separating the Site from the New England Highway. The reserve is incorporated into the required 10m setback to the New England Highway. As such, the required setback from the allotment boundary is 4.0m.

The 5m articulation zone applies, and the proposed building frontage is stepped within this zone accordingly.

The frontage to Cameron Drive (Primary Road Frontage) is similarly stepped, with the closest wall 6.05m from the road boundary. The minimum setback from the primary road frontage is 6m.

Complies? Yes

3.3 Setbacks from Side & Rear Boundaries

The minimum side setback for a new building that is not adjacent to a road is to comply with the relevant provisions of the BCA and is subject to issues such as fire rating. The proposed museum building is setback 13.8m from the eastern boundary and 1.02m from the western boundary. Compliance with the BCA can be adequately achieved in this instance.

The minimum rear setback for industrial development along the New England Highway is 10m. The proposed museum building is setback 10m from the rear boundary. The rear setbacks do incorporate the existing 6m wide reserve for landscaping and is considered acceptable in terms of setback requirements.

Complies? Yes

4.1 Building materials & colours

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.

Entry to the building is visible from the proposed carpark and Cameron Drive and is highlighted by a building identification signage panel.

There are no highly reflective colours proposed for the building façade.

The building façade to the highway and Cameron Drive is satisfactorily articulated in both the horizontal and vertical axes, with a mixture of precast concrete and corrugated colorbond steel cladding to the external walls.

Complies? Yes

4.2 Building articulation

The building will be constructed using a structural steel support frame, with precast concrete wall panels to a height of 3.4m around the perimeter of the building, and as expressed corner “pylons”, to provide articulation to the height of the façade, and as support for signage. Above the precast concrete wall panels, to the roof line, the external wall will be clad in corrugated steel cladding. The roof will be sheeted in corrugated steel roof sheeting. All rainwater goods (gutters, downpipes and flashings) will be in colorbond steel.

Council is satisfied the proposed new building will incorporate appropriate design features and articulation to effectively reduce the expanse of large external walls, especially when viewed from the New England Highway. The external appearance of the building is considered to be satisfactory and will have no adverse impacts in terms of visual amenity.

Complies? Yes

4.3 Service equipment and external storage area	
<p>Ground level service equipment should be behind the building line & be screened from view from any adjacent roads.</p> <p>Roof mounted service equipment should be screened from view from surrounding roads, be below the ridgeline where the building is adjacent to a classified road, not protrude above the maximum height of the building.</p> <p>From the elevations submitted to Council, Council is satisfied service equipment for the museum building is appropriately screened from view, nonetheless additional air conditioning systems, ventilation ducts, external pipes and the like have been addressed via the inclusion of appropriate conditions of development consent.</p>	Complies? Yes
5.1 Waste Storage	
<p>A waste storage area is provided adjacent to the south-western parking area in a 1.5m high screened enclosure.</p> <p>Waste collection vehicles will access the site from the northern driveway entrance, transit through the bus through lane and collect waste storage bins in the south-western parking area, then exit the site via the south driveway exit.</p> <p>Waste storage will be in domestic storage bins.</p>	Complies? Yes
5.2 Noise & Amenity	
<p>Based on the projected traffic movements & the proximity of the Site to adjoining areas zoned for residential use, the proposed hours of operation are 9.00am to 5.00pm, 7 days per week (excluding selected public holidays).</p>	Complies? Yes
5.3 Lighting	
<p>All proposed lighting for the new building and grounds will be designed by a consulting electrical engineer, having due regard to all relevant Australian Standards and requirements of the Civil Aviation Authority. All lighting will be designed so as not to project light above the horizontal plane of the luminaire. Full details of all proposed external lighting for the development, which is to be prepared by a suitably qualified consultant, is to be submitted to the satisfaction of the Certifying Authority before the release of a Construction Certificate for the development.</p>	Complies? Yes
5.4 Signage	
<p>All signage is to be in accordance with Chapter 2.10 Signage.</p>	Complies? Yes

6.1 Site Access	
All vehicles accessing the site will be able to enter and exit the site in a forward direction. Separate entry and exit driveways are proposed.	Complies? Yes
6.2 Parking & Access	
Parking and vehicle manoeuvring areas have been designed in accordance with AS 2890.1 and AS 2890.2, including service vehicle circulation and loading areas.	Complies? Yes
6.3 Loading facilities and driveways	
Large roller shutter doors will be located on the north-eastern and north-western sides of the building to provide access to the building for service vehicles and display stock. Loading bays are appropriately located behind the building line so that all loading activities and movement of displays is undertaken wholly within the lot boundaries and would not disrupt traffic along Cameron Drive.	Complies? Yes
6.4 Wayfinding Signs	
Appropriate signage will be installed as part of the building works to direct visitors from the parking area to the building entry.	Complies? Yes
7.1 Depth of Landscaping	
<p>The highway frontage includes a 6m wide buffer, which has been planted with native screen plantings. The remainder of the setback to the highway will be turfed.</p> <p>Landscaped garden beds containing low water use native species will be incorporated within the required 3m landscaping setback to Cameron Drive and elsewhere on the site, including shade tree plantings to the parking area.</p> <p>No trees will be planted within 3m of underground services.</p> <p>No tree plantings will intrude within the minimum and maximum contours of the Obstacle Limitation Surface Map, appropriate to the site.</p> <p>A detailed landscaping plan, endorsed by a qualified horticulturist, will be submitted to the certifier with an application for a Construction Certificate.</p>	Complies? Yes
7.2 Fences & Gates	
<p>The maximum height of all security fencing to the south-western, south-eastern and north-eastern boundary is 2.1m. Security fencing will incorporate black wire mesh.</p> <p>All proposed gates in security fencing will be fitted with automatic closure devices.</p>	Complies? Yes

9.1 Water Supply	
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.	Complies? Yes
9.2 Sewerage Systems	
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.	Complies? Yes
9.3 Stormwater Drainage	
Stormwater drainage systems are to be designed in accordance with Chapter 2.7 Floodplain Protection and Stormwater Drainage. As a condition of consent the proponent is required to prepare and submit a Stormwater Management Plan to Council prior to issue of a Construction Certificate.	Complies? Yes

ANY CURRENT OR DRAFT PLANNING AGREEMENT 4.15(1) (a)(iia)

The proposal and the Site are not subject to a planning agreement.

PROVISIONS PRESCRIBED BY THE REGULATIONS 4.15 (1) (a)(iv)

There are no specific matters prescribed by the *Environmental Planning and Assessment Regulation* 2000 that require consideration in this instance.

THE LIKELY IMPACTS OF THE DEVELOPMENT 4.15(1) (b)

Impacts on the Built Environment

The proposed building will be constructed over two (2) levels. At ground floor four (4) exhibition halls will occupy the long axis of the building, ranging in area from 485m² (Exhibition Hall 3) to 850m² (Exhibition Hall 1). The building entry at the north-western corner of the building will incorporate a sheltered overhang of the upper level and a precast concrete business identification signage panel. The entry leads into the museum shop, including various small static displays and memorabilia and items available for sale to the public. The museum shop will include a small office and reception / point-of-sale counter. Male and Female toilets will be provided adjacent to the museum shop, including facilities for people with a disability. Large roller shutter doors will be located on the north-eastern and north-western sides of the building to provide access to the building for service vehicles and displays.

The proposed new museum building incorporates an adequate level of building articulation with appropriate design elements such as new materials in appealing colours & textures. The building elevation along the New England Highway is considered satisfactory and is not detrimental to visual amenity of the main approach route to Armidale. Council is satisfied that the development will enhance the streetscape within the new industrial precinct and provide a clear entrance from Cameron Drive with **no** point of access from New England Highway.

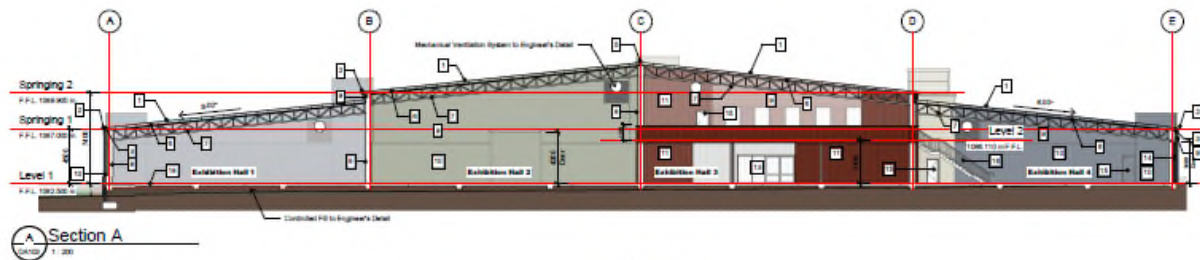


Figure 6. Section

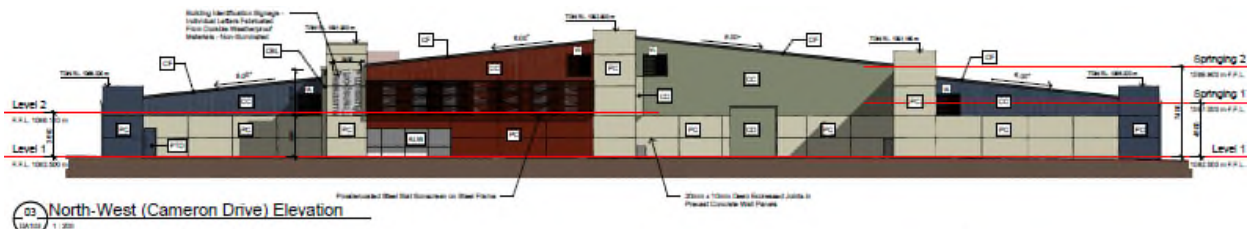


Figure 7. Northwest (Cameron Drive) Elevation

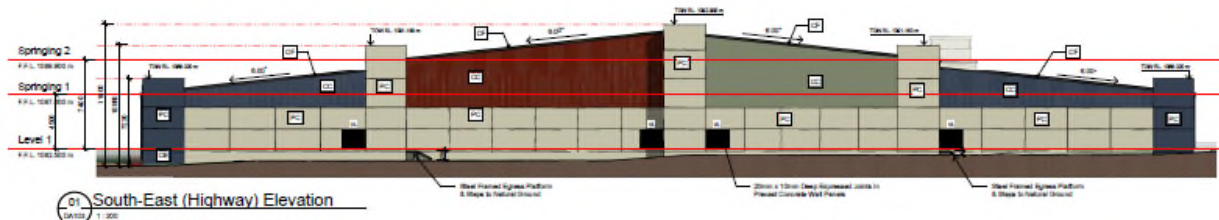


Figure 8. Southeast (Highway) Elevation

Amenity

The museum will be operational 7 days per week, excluding selected public holidays. Opening hours will be 9am to 5pm. There will be no activities associated with the proposed operation of the building as an automotive museum that will cause an increase of noise, dust or odour generation over and above the normal levels associated with an industrial precinct.

Waste generation is expected to be minor and limited to general domestic waste and recyclables. The building operator will organise for waste collection by Council's nominated waste removal contractor on a regular basis. All waste will be stored in domestic bins, located adjacent to the south-western parking area in a screened enclosure, and obscured from public view.

The proposed museum is not in proximity to any residential receptors or other sensitive uses and is not considered to have any detrimental impact in terms of local amenity.

Construction Noise Impacts

The potential environmental impacts associated with the Project comprise noise impacts on surrounding residential receptors during the construction phase. The heavy machinery used during the construction phase may result in minor noise impacts on sensitive noise receivers such as residential dwellings, however, the closest receiver is over 300 m away and impacts are anticipated to be minor.

Further, the proposed works will be in accordance with standard construction hours being:

- Monday to Friday 7.00am to 6.00pm
- Saturday 8.00am to 1.00pm
- No work on Sunday or public holidays

Once works are complete there will be no noise generating activities resulting from the museum other than intermittent vehicle noise during operating hours.

Traffic and parking impacts

Access to the Site is via Cameron Drive which connects to the New England Highway just south of Armidale. Cameron Drive comprises a newly created, sealed road constructed as part of the recent industrial subdivision. Traffic numbers along Cameron Drive is anticipated to be generally low and no road upgrades are required to facilitate the proposed development.

To assist with the design of visitor parking areas, the proponent assumes 1% of visitors passing along the New England Highway will visit the museum which equates to 18 000 visitors per annum (at 1 person per vehicle). The museum is to operate every day of the year which will result in 50 people per day. For a 3 hour turnover per visitor this equates to approximately 17 vehicles every three hours per visit. It is noted these numbers are conservative estimate and could be much less than anticipated. The development proposes 24 off-street parking spaces which has been assessed by Councils Development Engineer and is considered adequate to cater for the anticipated visitation to the facility.

A number of passing visitors will likely be from people with car and caravan. The applicants have proposed that the frontage to the museum on Cameron Drive be dedicated to car and caravan parking as there is no room onsite for there to be car and caravan parking. Due to Cameron Drive being a public road, the area proposed would need to be regulated to ensure that only cars with caravans can park there (as a fully developed industrial subdivision may end up having all types of vehicles parking along the kerb out the front of the museum without any formal regulations around parking). This is supported by Councils Development Engineer in principle, but will require adoption from the Local Traffic Committee for approval.

A large proportion of visitors to the museum will likely be through bus tours. The plans have dedicated drop off and pick-up areas onsite for bus tours, as shown in *Figure 9* below. Two crossovers are proposed to service the development with both crossovers acting as entrance only and exit only to facilitate one-way movement throughout the Site, mainly for bus tours. The design of the accesses, including pavement and swept path analysis, shall be submitted to Councils Development Engineer for s138 approval, post consent.

The construction phase is likely to result in a minor increase in vehicles, including trucks, however the wider road network is considered to have sufficient capability to cater for the additional truck movements generated during this transient period.

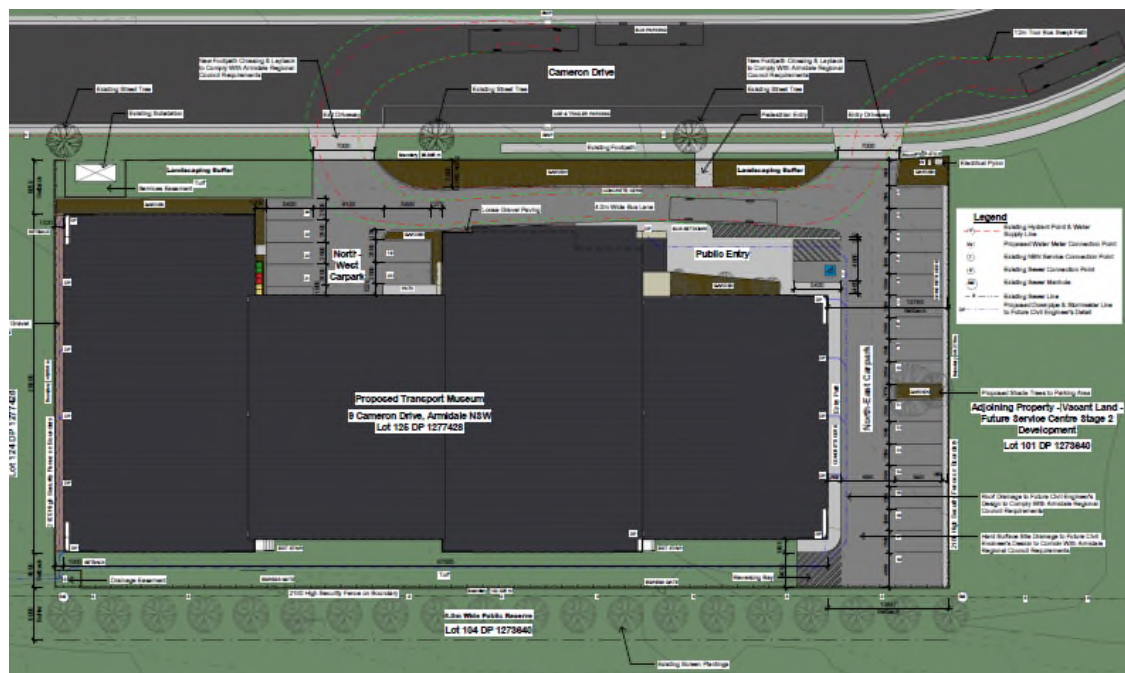


Figure 9. Proposed Site Plan showing off-street parking & bus drop-off lane

Social & economic impacts

The proposed museum will facilitate the care, preservation and display of Australian transport memorabilia in a series of dynamic displays owned by the members. In addition to preserving and creating cultural value, museums also generate economic value. More long-term benefits can arise from partnerships between museums, local entrepreneurs, businesses and research institutions. Potential positive economic impacts include new jobs and revenues through increased local attractiveness for tourists with the intention of attracting motorists on the New England Highway.

Some local expenditure would occur during the construction phase potentially resulting in some economic benefit to the local community. This may be through the contracting and purchasing of local resources and plant. As well as ad hoc visitation to local businesses by project employees and site personnel.

Overall, socio-economic impacts as a result of the project are considered to be positive for the area at a local and also regional scale.



Building Entry & Shop



Level 1 Exhibition Spaces

Visual Impacts

The existing visual environment includes the Armidale Airport, service station and new industrial subdivisions on the eastern and western side of the highway. The road corridor is characterised by the existing New England Highway which has been built up from the surrounding landscape and incorporates standard road elements such as signage, line markings and reflective poles. The existing visual environment is also influenced by overhead powerlines. There is a 6m buffer on the southern elevation which acts as a visual barrier between the highway and new industrial subdivision. This buffer has been densely planted with native species which will act to screen the industrial subdivision from motorists on the Highway to a small extent and is shown below in Figures 10 & 11.

Visible infrastructure associated with the development includes the proposed new museum building, security fencing, car parking and building identification signage. While the proposed building incorporates an appropriate level of articulation and appealing external construction materials in appropriate neutral colour scheme, some landscaping is required to soften the effects of the building and provide visual relief from the Highway. Landscaping will be provided to the entire frontage of the Site, within the required setback to the New England Highway and in selected areas around the site, in the form of shade trees, low shrubs and ground covers, all native species and low-water use.

During the construction phase there would be short term impacts to the visual environment due to the presence of plant, machinery & construction vehicles. The closest residential receivers to the Project are located approximately 300 m to the south east of the Project site and are not within direct line of site to the proposed works. All construction plant, equipment, waste and excess materials will be removed from the Site following the completion of works.

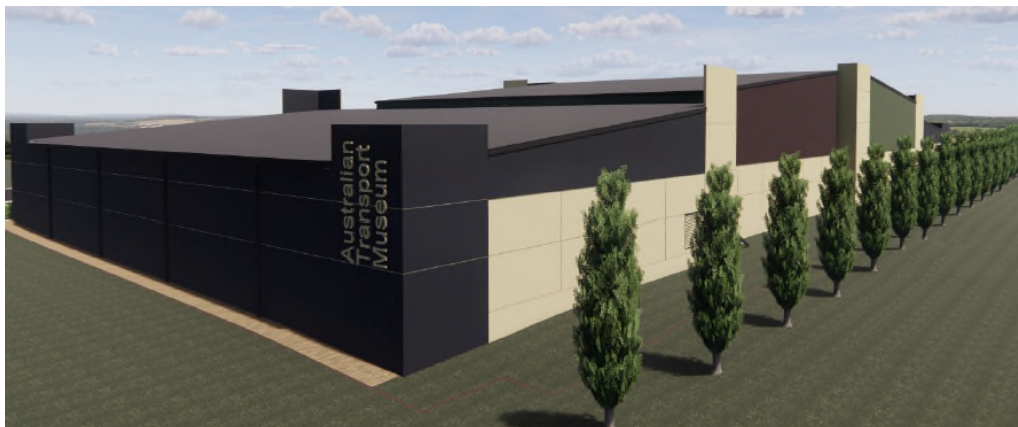


Figure 10. View of the building and proposed business identification signage from the New England Highway.



Figure 11. Existing powder coated steel fence and landscaping along the south eastern boundary of the Site (New England Highway).



Figure 12. Landscaping comprising native species endemic to the New England.

THE SUITABILITY OF THE SITE 4.15 (1)(c)

The subject site is considered suitable for the proposed development for the following reasons:

- The site is zoned IN2 Light Industrial with the proposed development being permissible under Clause 5 of Schedule 1 of ADLEP 2012.
- The development is considered appropriate for the Site and the locality. There is an appropriate level of connectivity to the museum from the Armidale Airport and proposed new service station.
- The locality has the necessary utility service infrastructure to support the development. Detailed arrangements for water, sewer, stormwater drainage services and connections have been considered by Council's Development Engineer who has no objection to the proposed development.
- There are no known planning constraints from Council's records. The site is relatively flat and is not bush fire or flood prone. The issue of potential contamination has been addressed earlier in this report under SEPP 55.
- The proposed development complies with the relevant clearance zones & buffers for airspace operations associated with the Armidale Regional Airport.

ANY SUBMISSIONS MADE IN ACCORDANCE WITH THE ACT 4.15 (1)(d)

Public submissions

The application was exhibited on Council's website between 21 February 2022 to 7 March 2022 (14 days) and no submissions were received in regards to the proposal.

THE PUBLIC INTEREST 4.15 (1)(e)

The proposed development has been assessed to be in the public interest, as detailed throughout this report. The proposal is consistent with the aims of the LEP and other applicable statutory planning provisions as well as the adopted Armidale Regional Airport Master Plan 2016. The development is expected to attract tourism and investment to the region and has the potential to generate socioeconomic benefits both during construction and on completion. There are no anticipated land use conflicts with the adjoining Armidale Airport.

CONCLUSION

The proposed development of an information and education facility (Australian Transport Museum) is permissible with the consent of Council. The development complies with the relevant aims, objectives and provisions of the Armidale Dumaresq Local Environmental Plan 2012 and Draft Armidale Regional Local Environmental Plan 2021. A section 4.15 assessment of the development indicates that the development is acceptable in this instance. Attached is a draft Notice of Approval outlining a range of conditions considered appropriate to ensure that the development proceeds in an acceptable manner.

I confirm that I am familiar with the relevant heads of consideration under the Environmental Planning and Assessment Act and Local Government Act (if applicable) and have considered them in the assessment of this application.

RECOMMENDATION

The proponent seeks development consent for a new information and education facility (Australian Transport Museum) to be erected upon Lot 125 DP 1277428, land also known as 9 Cameron Drive, Armidale NSW 2350.

The proposal is permissible with consent under the Armidale Dumaresq Local Environmental Plan 2012 and complies with the relevant sections of Councils Development Control Plan. The proposed development is therefore recommended for approval subject to the draft conditions of consent in Annexure A.

ANNEXURES

Annexure A – Recommended Conditions of Consent

Annexure B – Architectural Plans

Annexure C – Statement of Environmental Effects