STATEMENT OF DEVELOPMENT INTENT AND ENVIRONMENTAL EFFECTS

Proposed Transport Museum, 9 Cameron Drive, Armidale NSW



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1. INTRODUCTION

This Statement of Development Intent and Environmental Effects is intended to supplement the Development Application by Australian Transport Museum Ltd., for a proposed new transport museum at 9 Cameron Drive, Armidale NSW. This statement has been prepared by Armidale New England Building Design for and on behalf of the proposed building owner and operator, Australian Transport Museum Ltd.

1.1. Overview

It is proposed to undertake the following building works and site modifications on vacant land at 9 Cameron Drive, Armidale:

- Construct a new industrial building to house a transport museum, tourist shop and administrative offices,
- Construct new site access and parking areas for visitors, as well as on-site circulation for tourist busses and service vehicles,
- Provide adequate landscaping to the grounds to provide a buffer to both the New England Highway and Cameron Drive, and to provide shade for visitor parking spaces.

The development of the site for Educational Establishment (Museum) is permissible with consent in the Armidale Dumaresq Local Environment Plan 2012 (14 July 2021 Version).

1.2. Staging

Development of the site will not be undertaken in stages.

2. <u>DEVELOPMENT APPLICATION</u>

The Development Application is being lodged by ANE Building Design as agent for the proposed building owner and operator, Australian Transport Museum Ltd. The documents being lodged in support of the Application comprise:

- Application Form
- Statement of Design Intent and Environmental Effects (this document)
- Site Analysis and Architectural Drawings (refer Appendix A for a full list of Drawings)

3. <u>THE SITE</u>

3.1. Physical Description

Street Address:	9 Cameron Drive, Armidale NSW 2350
Property Description:	Lot 125, DP 1277428
Land Use Zone:	Zone – IN2 Light Industrial
Site Area:	5,004m ²
Bushfire Prone Land:	No
Property Owner:	Armidale Regional Council
Proposed Operator:	Australian Transport Museum Ltd.

3.2. Existing Uses

The existing site at 9 Cameron Drive is part of the new Airside Business Park and is currently vacant. Adjoining blocks to the north-east and south-west are also vacant. The site is bounded on the south-east by a public reserve adjacent to the New England Highway and on the north-west by Cameron Drive.

The site contains a 4.2m wide x 7.0m 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, in 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.

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Fig 1. Location Plan



Fig 2. View From New England Highway Public Reserve Looking North



Fig 3. View From Cameron Drive Looking East



Fig 4. Looking North-East to Highway Roundabout

3.3. Site Analysis

The site is owned by Armidale Regional Council, who will be leasing the property to Australian Transport Museum Ltd.

Access to the site can be freely gained from Cameron Drive. Kerb and guttering in Cameron Drive is of the mountable kerb design, allowing free driveway access along the whole frontage to Cameron Drive. Pedestrian access is provided via the pedestrian footpath of Cameron Drive. Kerbside parking is available.

Development consent has been granted for a Highway Services Centre adjacent to the highway roundabout. The adjoining property to the north-east contains the proposed Highway Services development, as well as an open area dedicated to a Stage 2 development. Australian Transport Museum Ltd. is currently in talks with the Highway Services Centre developer for some form of shared pedestrian and vehicular access between the two sites.

Between the development site and the New England Highway is a 6m wide reserve, currently planted with immature screen plantings. As these plantings mature, screening heights of 6m to 10m are expected.



Fig. 5 - Site Analysis Plan

4. <u>THE DEVELOPMENT PROPOSAL</u>

4.1. General Description

The Australian Transport Museum Ltd. (ATM) is a not-for-profit organisation, established by Armidale Dumaresq Council in 2008 for the express purpose of establishing a museum for the display of locally owned veteran and vintage vehicles. Originally slated for development on land owned by the Hardman Family in north Armidale, the proposed site was relocated to the newly developed Airside Business Park following problems with access to the original site. Armidale Regional Council is providing the 5,004m² block at Airside Business Park for lease to the ATM, who will construct, operate, and manage the museum as a tourist attraction for the Armidale region.

4.2. Proposal Detail

4.2.1. General

Armidale Regional Council has zoned the site IN2 – Light Industrial in the Armidale Dumaresq Local Environment Plan 2012 (LEP). The use of the site as a museum (educational establishment) is specifically prohibited in the zone, however, in the current version of the LEP (14 July 2021), a permissible use as an educational establishment has been applied to the site, as noted in Schedule 1 of the LEP, item 5.

It is proposed to construct a new steel framed and clad industrial building, with included shop, offices and amenities, for the purposes of displaying the automotive collections of the members of the ATM to the general public, in the form of museum displays. Memorabilia will be available for sale through the shop component of the building. The building will also be used as the offices and meeting rooms of the ATM. The ATM will be responsible for the maintenance, operation and ownership of the museum and all its assets.

Car parking for the ATM will be provided adjacent to the proposed building in line-marked parking spaces. A dedicated through lane for bus access and alighting will be provided adjacent to the building entry. Service vehicle access to the building can be achieved using the through lane. Refer to Appendix A of this document for vehicle swept path diagrams.



Fig. 6 – Proposed Building Viewed from Cameron Drive

4.2.2. The Building

The proposed building will be constructed over two (2) levels. At ground floor (Level 1), 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 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-sail counter. Male and Female toilets will be provided adjacent to the museum shop, including facilities for people with a disability. A fee will be charged for entry to the museum, with revenues generated going to the upkeep of displays and exhibits, and for the general operating costs of the museum. 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.

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Fig. 7 – Proposed Building Viewed from New England Highway

Level 2 of the building will contain an additional exhibition hall for smaller displays (motorcycles and the like), as well as the office and meeting room facilities of the ATM. Access to Level 2 will be via lift (adjacent to the main building entry) and stair from the museum shop. The outer edges of the level 2 exhibition hall will be open to the exhibition halls below.

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. Floors will be reinforced concrete. All structural elements will be designed and certified by a certified practicing structural engineer.





4.2.3. Building Statistics

Building Classification: Building Floor Area: Building Roof Area: No. of Storeys: Type of Construction:	Class 9b Assembly Building 3,385m ² 2,935m ² 2 Type B
Floor Structure:	Concrete slab on ground, suspended concrete slab.
Wall Structure:	Structural steel frame.
External Walls:	Precast Concrete wall panels; Corrugated colorbond steel on girts over structural steel frame.
Windows and Doors:	Powdercoated Aluminium Framed windows; Painted timber hinged doors in painted steel frames; Colorbond Finished roller shutter doors.
Roof Structure:	Structural steel frame.
Roofing:	Corrugated colorbond roof sheeting on purlins over roof structure.
Fascias:	Painted steel fascia purlins

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Barges to Gables:	Profiled colorbond fascia sections.
Flashings & Cappings:	Folded colorbond steel.
Gutters:	200mm x 200mm square section folded colorbond steel on brackets to fascia purlins
Downpipes:	150mm diameter circular colorbond steel downpipes.
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4.2.4. Landscaping

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.

4.2.5. Ventilation

Natural ventilation throughout the building will be provided through the use of a system of mechanical ventilation ducts, suspended from the roof structure. Ducted reverse cycle air-conditioning will be provided to the museum shop and Level 2 office and meeting room. All mechanical ventilation and air-conditioning systems will be designed and installed in accordance with relevant Australian standards and the requirements of the National Construction Code Series Volume One Building Code of Australia Part J5. The air-conditioning condenser unit will be located adjacent to the exit door in the north-west parking area; individual fan units will be located with the ductwork in the ceiling spaces of the areas to be air-conditioned. Mechanical ventilation fan units will be located within the mechanical ventilation ductwork, drawing in fresh air through high-level screened louvres, and heating the air when required. Screened ventilation louvres will be installed in the external walls at low level on the walls opposite the supply air walls, to ensure adequate air circulation through the building.

4.2.6. Signage

Building identification signage will be provided at the entry and on the south-west and north-east walls facing the New England Highway. The provision of building identification signage on the building walls will meet the requirements of Clause 4.18 of Chapter 2.10 of the Armidale Dumaresq Development Control Plan 2012, in that it will be less than 3 times the distance below the lowest part of the sign and the ground, or $20m^2$ (whichever is the lesser).

4.2.7. Parking

Armidale Regional Council prescribes in Chapter 2.9 of the Armidale Dumaresq Development Control Plan 2012 that the requirement for parking for information and education facilities (museums) is to be based on a traffic / parking study for the specific use. In the case of this building, Armidale Regional Council's traffic count data for the New England Highway was used as a reference for the number of vehicles passing the site. Based on Armidale Regional Council traffic count data on the New England Highway adjacent to the museum site, it is conservatively estimated that the ATM will attract 18,000 visitors annually. This is based on just 1% of passing traffic stopping to visit, with just 1 occupant per light vehicle (i.e., a very conservative estimate). It is further anticipated that, as a dedicated and advertised tourist attraction, a generous proportion of visitations to the ATM will include bus tours as organised for senior citizens groups, school excursions, proprietary tour groups, etc. A dedicated through lane for bus access and alighting will be provided adjacent to the building entry. 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 little demand for parking spaces. Parking for day visitors and staff will be provided in line-marked parking spaces on the north-eastern and north-western sides of the building. A total of 24 car spaces, including one space for people with a disability, will be provided.

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.

4.2.8. Building Services

All normal building services (water, sewer drainage, electricity and telecommunications) have been provided to the site as part of the subdivision infrastructure. Connection points for all services are located within the boundaries of the site. Stormwater drainage for roof and hard surfaces will be designed by a consulting civil engineer as part of the construction approvals process. All stormwater from the site will be drained directly to Council infrastructure, either in Cameron Drive or to the drainage easement at the south-east corner of the site.

4.2.9. Site Amenity

The building will be operational 7 days per week, excluding selected public holidays. Opening hours will be 9.00am to 5.00pm. 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.

Rubbish generation from the operation of the building as an automotive museum is expected to be light 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 "wheely" bins, located adjacent to the south-western parking area in a screened enclosure, and obscured from public view.

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5. PLANNING ASSESSMENT

5.1. General

The following planning policies and procedures have been addressed in the preparation of this Statement of Intent and Environmental Effects:

- Armidale Dumaresq Local Environment Plan 2012 (Local Environment Plan)
- Armidale Dumaresq Development Control Plan 2012 (Development Control Plan)
- State Environment Planning Policy No. 64 Advertising and Signage

5.2. Assessment Criteria & Response

5.2.1. Local Environment Plan (LEP)

ITEM	REQUIREMENT	RESPONSE
Part 2 Permitted or	2.1 Land Use Zones	The Australian Transport Museum Ltd. (ATM)
Prohibited Development &	IN2 – Light Industrial	proposes the construction and operation of an
Land Use Table		industrial building to house its collection, and
	Land Use Table	visiting collections, of veteran and vintage
	IN2 Light Industrial	vehicles. These will include automobiles,
	1. Objectives of zone	motorcycles, light planes, static engines, farm
	• To provide a wide range of light industrial,	machinery and the like, for display to, and
	warehouse and related land uses.	education of, the public. The resulting museum
	• To encourage employment opportunities and	is classified in the LEP under the definition of
	to support the viability of centres.	an educational establishment.
	3. Permitted with consent	While development for an education
	Bee keeping; Depots; Garaen centres; Haraware	establishment is prohibited development in
	training facilities: Kiosks: Landscaning material	Zone IN2, the current revision of the LEP
	supplies. Light industries. Liquid fuel denots.	makes provision for development for this
	Neighbourhood shons: Ovster aquaculture:	purpose in Schedule I Additional Permitted
	Places of public worshin: Plant nurseries: Rural	Uses, Item 5. The Additional Permitted Uses
	supplies: Sewage reticulation systems: Take away	Map 2A identifies the subject land as the item in
	food and drink premises; Tank-based	question, although Lot 2, DP 1198/8/ has been
	aquaculture; Timber yards; Vehicle sales or hire	the surrent site has been registered as L at 125
	premises; Warehouse or distribution centres;	on DP 1277428
	Waste or resource transfer stations; Water	on D1 1277428.
	recycling facilities; Any other development not	
	specified in item 2 or 4	
	4. Prohibited	
	Agriculture; Air transport facilities; Airstrips;	
	Amusement centres; Boat launching ramps; Boat	
	sheds; Camping grounds; Caravan parks;	
	Cemeteries; Centre-based childcare facilities;	
	Charter and tourism boating facilities;	
	Commercial premises; Community facilities;	
	(pasture based): Eac tourist facilities:	
	(pasiare-based), Eco-iourisi jacililles, Educational establishments: Entertainment	
	facilities: Environmental facilities: Exhibition	
	homes: Exhibition villages: Extractive industries:	
	Farm buildings: Forestry: Function centres:	
	<i>Health services facilities: Heavy industrial</i>	
	storage establishments; Heavy industries: Home-	
	based child care; Home businesses: Information	
	and education facilities; Jetties; Marinas;	
	Mooring pens; Moorings; Pond-based	
	aquaculture; Public administration buildings;	

Schedule 1 Additional permitted uses	 Recreation areas; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Residential accommodation; Respite day care centres; Sewerage systems; Tourist and visitor accommodation; Waste disposal facilities; Water recreation structures; Water treatment facilities; Wharf or boating facilities. <u>Use of certain land at Saumarez Road, Armidale</u> (1) This clause applies to land at Saumarez Road, <u>Armidale</u>, being part of Lot 2, DP 1198787 and identified as "Item 5" on the Additional Permitted Uses Map. (2) Development for the purposes of information and education facilities is permitted with development consent. 	
Part 6 Additional Local Provisions	 <u>6.1 Earthworks</u> (1) The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, (3) Before granting development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters— (a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development on the likely future use or redevelopment of the land, (c) the quality of the fill or the soil to be excavated, or both, (d) the effect of the development on the existing and likely amenity of adjoining properties, (e) the source of any fill material and the destination of any excavated material, (f) the likelihood of disturbing relics, (g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area, (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development. 	It is proposed to construct the new building and external works with as little disturbance of the existing ground levels as possible. The land allocated as part of the subdivision is essentially flat with a gentle slope from north-west to south-east of approximately 2.0m over 113.5m (1:56.75 or 1.7%). The development floor level of 1082.500m AHD is the average level measured along the Cameron Drive frontage at the building line. Where disturbance of the existing site is necessary to achieve this floor level, any cut material will be re-used as fill under the building. To achieve the required structural floor level at the south-west corner of the building, approved fill will be imported and retained using concrete block retaining structures below floor level.
	 6.3 Aispace operations (1) The objectives of this clause are as follows— (a) to provide for the effective and on-going operation of the Armidale Regional Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport, (b) to protect the community from undue risk from that operation. 	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. The maximum height of the proposed building is 11.80m.

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 <u>6.5 Development within a designated buffer</u> (1) The objective of this clause is to maintain a safe and effective operational environment around the Armidale Regional Airport and Armidale Sewage Treatment Plant. (2) This clause applies to land identified as "ARA" on the Airport Buffer Map and "STP" on the Sewage Treatment Plant Buffer Map. (3) Before granting development consent for development on land to which this clause applies, the consent authority must consider the following matters— (a) the impact that any noise or other emissions associated with existing land uses would have on the proposed measures incorporated into the development that would limit the impact of such noise and other emissions associated with the existing land use, (c) any opportunities to relocate the proposed development outside the land to which this clause applies, (d) whether the proposed development would adversely affect the safe and effective operational environment of the Armidale Regional Airport and Armidale Sewage Treatment Plant and any existing development that forms part of those facilities. 	The subject site is identified on the Airport Buffer Map as being within the Airport Buffer Area (ARA). 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 owner / operators of the facility are aware of this and do not feel that the 5 takeoffs and landings during operational hours will be sufficient to disrupt the normal operation of the building.
<u>6.6 Essential Services</u> Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required— (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation, (e) suitable road access.	Electricity, water supply and stormwater drainage services to the new building will be connected to existing infrastructure provided as part of the industrial subdivision. A separate application will be made to Armidale Regional Council for proposed connections to water, stormwater and sewer services. The site has full frontage to Cameron Drive.

5.2.2. Development Control Plan

The Armidale Dumaresq Development Control Plan 2012 (DCP) has been referenced as part of this planning assessment. The following Chapters of DCP are either relevant or not to the proposed development:

Section	Chapter	Title	Applies
1 Development Control Plan	1.1	Introduction and Public Notification	N/A
Introduction			
2 Site Analysis and General Controls	2.1	Site Analysis	Yes
	2.2	Tree Preservation	No
	2.3	European Heritage	No
	2.4	Aboriginal Heritage	No
	2.5	Contaminated Land	No
	2.6	Earthworks and Geotechnical Assessment	No
	2.7	Floodplain Protection and Stormwater Drainage	No
	2.8	Noise	No

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	2.9	Parking	Yes
	2.10	Signage	Yes
	2.11	Engineering	No
3 Subdivision Development Controls	3.1	Urban Residential Subdivision	No
_	3.2	Rural and Environmental Protection Zone	No
		Residential Subdivision	
4 Residential Development Controls	4.1	Urban Residential Development – Single and Dual	No
		Occupancy Swellings	
	4.2	Urban Residential Development – Multi-Unit	No
		Housing, Residential Flat Buildings, Attached	
		Dwellings, Semi-detached Dwellings, Shop Top	
		Housing	
	4.3	Rural and Environmental Protection Zone	No
		Residential Development – Single and Dual	
		Occupancy Dwellings	
5 Commercial and Industrial	5.1	Development in the Business Zones	No
Development Controls	5.2 Industrial Development		Yes
	5.3	Bed and Breakfast and Farmstay Accommodation	No
	5.4	Brothels and Restricted Premises	No
	5.5	Animal Boarding or Training Establishments for	No
		Companion Animals	
6 Locality Specific Precincts	6.1	Link Road Precinct	No
	6.2	Duval Precinct	No
	6.3	North-East Armidale Precinct	No
	6.4	Chestnut Avenue Precinct	No
	6.5	Shambrook Avenue Precinct	No

The following addresses the development controls applicable to this development.

Section 2 Site Analysis and General Controls

ITEM	REQUIREMENT	RESPONSE
Chapter 2.1 Site Analysis	2.1 Heritage items and / or Heritage Conservation Areas Where development is to take place on a heritage item (or an interim heritage item), or in a heritage conservation area, the relevant provisions in LEP 2012 Clause 5.10 and heritage Chapters 2.3 European Heritage or 2.4 Aboriginal Heritage must be addressed.	Not applicable
	2.2 Removal or pruning trees to facilitate development. Where tree removal or pruning is required to facilitate development, the relevant provisions in LEP 2012 Clause 5.9 and Chapter 2.2 – Tree Preservation must be addressed.	Not applicable. Existing street trees in Cameron Drive will not be impacted by the proposed development.
	2.4 Essential Services 2.4.1 Water Supply	The proposed new building will be connected to the existing reticulated town water supply. A separate application will be made for connection of the proposed on-site water reticulation via a water meter to the town water supply.
	2.4 Essential Services 2.4.2 Sewer System	The proposed new building will be connected to the existing town sewer drainage system. A separate application will be for connection of

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	the proposed house drainage to the town sewer system at the connection point located on site.
2.4 Essential Services 2.4.3 Electricity & Telecommunications Supply	The site is currently provided with power and telecommunications connection points at the north-west corner of the site. Arrangements will be made with the owner's preferred service providers for connection to these services.
2.4 Essential Services 2.4.4 Stormwater Drainage	Drainage from proposed roof and hard surface areas will be designed by a consulting Civil Engineer as part of the application for a construction certificate for the proposed works. Connection of stormwater to the existing town stormwater drainage system will be made by separate application at that time.
2.4 Essential Services 2.4.5 Road Access	The site is currently accessed via a 6.0m wide access road connecting the property through easements on adjoining properties to Saumarez Road. There is no proposal to upgrade or increase the length of the existing access road.
Part 3 Erosion, Runoff and Sediment Management on Site	 Erosion and sediment control measures will be implemented during construction, designed in accordance with the current revision of the Landcom Manual for 'Managing Urban Stormwater: Soils and Construction". These will include provision for: Diverting uncontaminated runoff around cleared or disturbed areas; Erection of silt fences to prevent debris escaping into drainage systems and waterways; Construction of suitable devises to prevent the tracking of sediment by vehicles onto the roadway; Stockpiling of topsoil, excavated materials, construction and landscaping supplies and debris on site. All erosion and sediment control measures will be adequately maintained for the duration of the construction period.
Part 4 State Environmental Planning Policies 4.3 Other State Environmental Planning Policies	State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) applies to this development. Refer to Chapter 2.10 Signage of the Armidale Dumaresq Development Control Plan 2012 as addressed below.
Part 5 Land Use Conflicts 5.2 General noise and vibration matters Where development is proposed near busy roads, rail corridors, airports, wind farms and other potential noise producing development; or, where a proposed development may generate noise that	Refer to previous discussion on this topic as noted above.

	 will impact on the surrounding area, the impact of the noise may require assessment. 5.3 Airport Buffer and the Wastewater Facility Buffer Proposals for development in the Airport Buffer and the Wastewater Facility Buffer are required to address the relevant provisions in LEP 2012 Clause 6.4 and 6.5. 5.6 Lighting structures in the vicinity of Armidale Regional Airport Consent must not be granted for 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 unless the consent authority has considered the requirements of the Civil Aviation Safety Authority for 'Lighting in the Vicinity of Aerodromes'. 	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.
Chapter 2.9 Parking	Part 2 Parking Guidelines 2.1 Off-street parking provisions S.1 Vehicle parking for the proposed use(s) is provided in accordance with Appendix 1: Parking Provision. Appendix 1 – required Parking for information & education facilities (museums) = to be based on a traffic / parking study for the specific use.	Armidale Regional Council prescribes in Chapter 2.9 of the Armidale Dumaresq Development Control Plan 2012 that the requirement for parking for information and education facilities (museums) is to be based on a traffic / parking study for the specific use. In the case of this building, Armidale Regional Council's traffic count data for the New England Highway was used as a reference for the number of vehicles passing the site. Based on Armidale Regional Council traffic count data on the New England Highway adjacent to the museum site, it is conservatively estimated that the ATM will attract 18,000 visitors annually. This is based on just 1% of passing traffic stopping to visit, with just 1 occupant per light vehicle (i.e., a very conservative estimate). It is further anticipated that, as a dedicated and advertised tourist attraction, a generous proportion of visitations to the ATM will include bus tours as organised for senior citizens groups, school excursions, proprietary tour groups, etc. A dedicated through lane for bus access and alighting will be provided adjacent to the building entry. 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 little 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

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		24 car spaces, including one space for people with a disability, will be provided.
		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.
		Refer to Appendix A of this document for vehicle swept path diagrams.
Chapter 2.10 Signage	Part 1 General Provisions1.2 ObjectivesThis objectives of this policy are:0.1 To protect areas and buildings, especially areas of heritage significance or special character, from the adverse impacts of intrusive signage and advertising material.0.2 To ensure signs are of a type, number, size, scale, character and location appropriate to the host premises and the locale.0.3 To ensure signs do not create visibility and safety hazards to road users and pedestrians.1.6 State Environmental Planning Policy No 64 – Advertising and SignageSome advertising and signage is subject to specific assessment criteria in SEPP 64, including Schedule 1 of that SEPP. Readers should familiarise themselves with the SEPP.Part 2 Types of Advertising Signage requiring approval under SEPP 64 'Advertisements' under SEPP 64 - being signage that does not include building or business identification signs, exempt development or signage on vehicles – are covered by Part 3 of the SEPP. Consideration of the permissibility of advertisements and relevant controls under the	Noted Noted – Refer to specific references below. Noted – Refer to specific references below.
	 davertisements and relevant controls under the provisions of the SEPP is required. Part 3 General controls for all signage <u>3.1 General controls for signage</u> The following general controls apply to all signage. Signage must: S.1 relate to the lawful use of the building (except for temporary signs or tourist information or directional signs). S.2 not be detrimental to the character and functioning of the building, and reflect the established character of the area. S.3 integrate with the colour, scale and appearance of the structure/land on which it is to be erected. S.4 provide clarity of communication with simple, concise and uncluttered graphics. 	The general controls relevant to the proposed development have been highlighted for clarity.

S.5 be at least 700mm from kerb or roadway edge of a public road, unless otherwise specified for the particular type of sign. S.6 be at least 2.6 metres above any public footpath	No signage is less than 2.6m above a footpath.
S.7 not extend over a window or other opening. S.8 not obscure significant architectural elements or decorative features of a building. S.9 not obscure or dominate other existing signs on the same property or adjacent properties. S.10 not cover mechanical ventilation inlet or cover to the same property or adjacent properties.	No signage will extend over a window or other opening, nor a mechanical ventilation inlet, nor will it obstruct significant architectural elements or decorative features of the building or project above the top of the wall on which it is displayed.
S.11 not project above the top of the wall on which it is displayed (except for certain signs – see 5.13 roof signs in this chapter). S.12 not be flashing or moving (except for variable message signs) in view of the distraction/annoyance that may be caused and	
<i>the potential traffic hazard.</i> <i>S.13 not be internally illuminated, unless the sign is on premises in zone b2, b3, b4, b5, b7, in1, or in2, or on business or industrial premises in zone ru5. Internally illuminated signage on a heritage item or in a heritage conservation area shall not be above awning level.</i> <i>S.14 not be fixed to trees or light, telephone or power poles.</i>	
operation of traffic lights or authorised road signs. S.16 not be attached to parked vehicles directing attention to a nearby business or goods for sale. S.17 not protrude into the Obstacle Limitation Surface Plan for Armidale Regional Airport.	As the maximum height of the building is less than the prescribed minimum intrusion height into the Obstacle Limitation Surface Plan, and no signage is proposed above the wall on which it is displayed, there will be no signage protrusion withing the Obstacle Limitation
 Part 4 Types of signage 4.18 Wall Signage A wall sign is a sign that is painted on or fixed flat to the wall of a building. S.22 Only one wall sign may be displayed per building elevation. S.23 A wall sign must: a) meet the general controls for signage; b) not project above the top of the wall on which it is attached/displayed; c) not to extend laterally beyond the wall of the building to which it is attached/displayed d) If of a 'skeleton letter' type, not to have an advertising area greater than 4.6 times the distance (to the nearest whole metre) below the lowest part of the sign and the ground e) project no more than 30cm from the wall on which it is attached; 	 Building identification signage on the south- east, 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.

	 f) have a maximum area of 3 times the distance (to the nearest whole metre) below the lowest part of the sign and the ground; g) where the sign is illuminated, not be less than 2.6m above ground. Part 5 Construction, Engineering, Maintenance and Removal of Signs <u>5.2 Materials and Maintenance of Signs</u> S.25 All signage should be professionally painted (where applicable) and made of durable, weatherproof materials suitable for outdoor display. S.26 All owners of signage shall keep the signs and associated structures in good repair, and in a clean and tidy condition. 	Building identification signage will be of the 'skeleton letter' type. Letters will be fabricated from durable weatherproof materials, in a colour to match the building but contrast with the wall on which they are displayed.
State Environmental Planning Policy	State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64) Part 1 Preliminary 6. Signage to which this Policy applies (1) This Policy applies to all signage that— (a) can be displayed with or without development consent under another environmental planning instrument that applies to the signage, and (b) is visible from any public place or public reserve, except as provided by this Policy. (2) This Policy does not apply to signage that, or the display of which, is exempt development under an environmental planning instrument that applies to it, or that is exempt development under this Policy. Part 2 Signage Generally	The only signage proposed for the building is signage classified as Building Identification or Business Identification signage. All proposed signage will be wall-mounted and visible from a public place.
	 <u>8 Granting of consent to signage</u> <u>A consent authority must not grant development</u> consent to an application to display signage unless the consent authority is satisfied— (a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1. Part 3 Advertisements <u>9</u>. Advertisements to which this Part applies (1) This Part applies to all signage to which this Policy applies, other than the following— (a) business identification signs, (b) building identification signs, (c) signage that, or the display of which, is exempt development under an environmental planning instrument that applies to it, (d) signage on vehicles. 	Refer to Schedule 1 Assessment Criteria below. As no advertising signage is proposed, the provisions of Part 3 do not apply.

Schedule 1 Assessment Criteria	
 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? Special areas Description the proposal detract from the gravity. 	The proposed building identification signage is consistent with such signage on industrial buildings generally. As there are currently no other buildings in this new subdivision there is nothing to compare it to, but for buildings in other industrial subdivisions in Armidale, this type of signage would not be out of place.
 Does the proposal detract from the dmentify or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? Views and vistas 	No
• Does the proposal obscure or compromise important views?	No
• Does the proposal dominate the skyline and reduce the quality of vistas?	No
 Does the proposal respect the viewing rights of other advertisers? A Streetscape setting or landscape 	N/A
 Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? 	Yes
• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Yes
• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Yes
• Does the proposal screen unsightliness?	N/A
• Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No
 Does the proposal require ongoing vegetation management? 5. Site and building 	No
• 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?	Yes
• Does the proposal respect important features of the site or building, or both?	Yes
• Does the proposal show innovation and imagination in its relationship to the site or building, or both?	Yes
6. Associated devices and logos with advertisements and advertising structures	
 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? 	Not applicable as there are no proposed advertising signs.
7. Illumination	

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• Would illumination result in unacceptable glare?	Not applicable as the proposed signage is not illuminated.
Would illumination affect safety for pedestrians, vehicles or aircraft?	N/A
• Would illumination detract from the amenity of any residence or other form of	N/A
 accommodation? Can the intensity of the illumination be adjusted if necessary? 	N/A
 Is the illumination subject to a curfew? 8. Safety 	N/A
• Would the proposal reduce the safety for any public road?	No
• Would the proposal reduce the safety for pedestrians or bicyclists?	No
• Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No

Section 5 Commercial and Industrial Development Controls

ITEM	REQUIREMENT	RESPONSE
Chapter 5.2 Industrial	Part 1 General Provisions	
Development	 1.2 <u>Objectives</u> 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. 	Noted
	Part 3 Building height and setbacks <u>3.1 Maximum heights</u> S.1 The maximum height of a new building, or alterations and additions to an existing building, is: 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 the New England Highway – 12m at the required setback and then 45 degrees from the horizontal to a height of 15m.	As noted above, neither the building nor the signage penetrates the extents of the Operations Surface Plan for Armidale Regional Airport. 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.

3.2 Setbacks from roads S.2 The following setbacks apply to all development type and are measured from the adjacent road boundary to the building. 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 Primary road frontage - 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. 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. Generally – 0m	The subdivision has been structured in such a way that a 6m wide public reserve forms a landscaped barrier between all allotments separated 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 is similarly stepped, with the closest wall 6.05m from the road boundary. The setback from the proposed building to south-west boundary varies between 1.0m and 1.02m and to the north-east boundary by between 13.766m and 13.847m.
 Part 4 Building and site design <u>4.1 Building materials and colours</u> 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. <u>4.2 Building articulation</u> 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 	Entry to the building is visible from the carpark and Cameron Drive and is highlighted by a building identification signage panel. This is not applicable as the whole of the building is accessible to the public. There are no highly reflective colours proposed for the building façade to the highway and Cameron Drive is articulated in both the horizontal and vertical axes, with a mixture of precast concrete and corrugated colorbond steel cladding to the external walls. A slatted sunscreen is provided to the westerly aspect glazing on Level 2. Glazing is non-reflective. Not applicable. However, articulation of walls has been applied to both street frontages, and a mixture of building finishes has been adopted in the building design. Not applicable.

 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. 	
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	All air-conditioning plant and rubbish bin storage areas have been located behind the building line.
 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. 	No roof-mounted plant is proposed. Not applicable.
 Part 5 Site facilities <u>5.1 Waste storage</u> 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. 	A waste storage area is provided adjacent to the south-western parking area in a 1.5m high screened enclosure. 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. Waste storage will be in domestic storage bins as noted above. Using domestic storage bins, and with the small amount of waste expected to be generated by the development, full enclosure of the waste storage enclosure will not be necessary.

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.	The proposed hours of operation are 9.00am to 5.00pm, 7 days per week (excluding selected public holidays).
 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: 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 function adjacent to a residential function adjacent to a residential by a suitably qualified lighting engineer/professional must be submitted with any development application adjacent to a residential cone. 	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.
<u>5.4 Signs</u> S.7 All signage is to be in accordance with Chapter 2.10 Signage.	Refer above.
 Part 6 Parking and site access <u>6.1 Site access</u> 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. <u>6.2 Parking and access</u> S.4 Provision of parking is to be in accordance with Chapter 2.9 Parking of this DCP. <u>6.3 Loading facilities and driveways</u> 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: 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. 	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. Refer above All parking and vehicle manoeuvring areas will be constructed from reinforced concrete and designed by a practicing civil engineer. Refer above. 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.

<u>6.4 Wayfinding signs</u> 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.	Appropriate signage will be installed as part of the building works to direct visitors from the parking area to the building entry.
 Part 7 Landscaping 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: New England Highway frontage – 10m All other street frontages – 3m 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 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: a) have a soil depth of at least 1m; b) have edge support; c) be mulched; d) have access to water - an outdoor tap, or where lots are larger than 1000m² an automated watering system is to be provided. 	The highway frontage includes a 6.0m wide public reserve, which has been planted with native screen plantings. The remainder of the setback to the highway will be turfed. Landscaped garden beds containing low water use native species will be incorporated within the required 3.0m landscaping setback to Cameron Drive and elsewhere on the site, including shade tree plantings to the parking area. As part of the documentation submitted with a construction certificate application, the owner warrants to include a detailed landscaping plan, endorsed by a qualified horticulturist. The plan will include full details of all plan species proposed, hard surface and fencing layouts, specifications for planting and maintenance of garden beds and details for planting and establishment of trees. No trees will be planted within 3.0m of underground services. No tree plantings will intrude within the minimum and maximum contours of the Obstacle Limitation Surface Map, appropriate to the site. All landscaped garden beds will be edged with concrete kerbs or garden edges, have a minimum soil depth of 1.0m, be equipped with an automated watering system and be mulched.

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 Maximum 3m above existing ground level Constructed of black wire mesh Primary road frontages – Maximum 3m above existing ground level; Not be constructed of solid material more than Im above finished ground level Components be a dark, subdued colour such as black wire mesh or dark green pickets <u>7.3 Existing vegetation</u> S.10 Where tree removal or pruning is required to facilitate development, the provisions outlined in the LEP 2012 and Chapter 2.2 – Tree Preservation apply. 	The maximum height of all security fencing to the south-western, south-eastern and north- eastern boundaries is 2.1m. Security fencing will incorporate black wire mesh. All proposed gates in security fencing will be fitted with automatic closure devices.
Part 8 Streetscape	
S.1 A concrete footpath to Council's standards is required to the frontage of: a) all new development on a vacant site; b) alterations and additions where the work is more than 25% of the existing development (including artemal works)	The subdivision includes a footpath to the Cameron Drive frontage.
 S.2 Street tree planting to Council's standards is required to the frontage of: 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). 	The Cameron Drive frontage of the site includes three (3) existing street trees.
Part 9 Utility infrastructure <u>9.1 Water supply</u> 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 firefighting purposes.	Refer above.
<u>9.2 Sewerage Systems</u> 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.	Refer above.
<u>9.3 Stormwater drainage</u> S.4 Stormwater drainage systems are to be designed in accordance with Chapter 2.7 Floodplain Protection and Stormwater Drainage.	Refer above.
9.4 Electricity and telecommunications supply S.5 Electricity and telecommunications supply requirements are outlined in Chapter 2.1 Site Analysis.	Refer above.

Proposed Transport Museum, 9 Cameron Drive, Armidale NSW

6. CONCLUSION

The proposed development is of a design and function compatible with industrial developments in the vicinity and generally within Armidale. It is envisaged that there will be no detrimental effect on the surrounding environment generally and that the proposed development will not have any adverse visual, pedestrian, ecological or noise impact.

The new building will be in keeping the visual amenity of the Airport precinct. It is hoped that Armidale Regional Council will look favourably on this development and grant development approval at their earliest convenience.

Peter Holzberger Armidale New England Building Design For and on behalf of Australian Transport Museum Ltd..

Appendix A

Site Analysis, Architectural & Survey Drawings

Development Proposal - Site Analysis Plan







contact: peter holzberger P 02 6771 4592 M 0428 714592

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Proposed Transport Museum 9 Cameron Drive, Armidale NSW

DA.rvt

Revision

10/02/22 Issue for Development Approval









Location Plan

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Revision Schedule		
No.	Date	Revision
1	10/02/22	Issue for Development Approval

Level 1 Exhibition Spaces



Level 2 Exhibition Space

DO NOT SCALE USE FIGURED DIMENSIONS ONLY Printing processes my cause the scale of this drawing to be inaccurate. The Contractor must verify all dimensions on site before commencing any work or preparing shop drawings.			
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Proposed Transport Museum 9 Cameron Drive, Armidale NSW For Australian Transport Museum			
Development Proposal - Site Plan & Images			
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	Development Proposal - Floor Plans				
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contact: peter holzberger po box 1992 armidale nsw 2350 P (02) 67714592 M 0428 714592 E peter@anedesign.com.au

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Revision Schedule				
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DA.rvt

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Dropbox - Australian Transport Museum Video.mp4 - Simplify your life