**DA-92-2022 - WAREHOUSE / DISTRIBUTION CENTRE AT 2 CAMERON DRIVE ARMIDALE**

**ATTACHMENT B – ARMIDALE DUMARESQ DEVELOPMENT CONTROL PLAN COMPLIANCE TABLE**

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| **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. |
| **2.2 Tree Preservation** | |
| The objective of this chapter is to conserve environmental heritage, retain healthy trees, minimise injury to trees and retain viable representation of native vegetation.  The subject site is the product of a recent subdivision developed for the industrial purposes. The subject site is clear of all vegetation, with the exception of grass. | The proposed development is consistent with the objectives of the chapter. |
| **2.3 European Heritage** | |
| This chapter seeks to protect and conserve items of heritage significance, encourage sympathetic design, improve the appearance of local streetscapes and ensure heritage significance is not compromised.  The subject site is not identified as an item of heritage significance, is not located in a heritage conservation area and is not within the curtilage of a heritage item.  The State Heritage Listed Saumarez Homestead (SHR 01505) is located in proximity to the subject site. The Homestead is not visible from the subject site, and the proposed development will not have an adverse impact on the Homestead or impact the significance of the item and its associated curtilage. | Complies.  The proposed development will not impact on an item of heritage significance. |
| **2.4 Aboriginal Heritage** | |
| This chapter seeks to identify, protect and conserve items and places of Aboriginal Heritage 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.  The site is considered to be significantly disturbed due to the site works undertaken to facilitate the industrial subdivision. There are no old growth trees, watercourses or outcrops in the vicinity of the site.  An AHIMS search supports the application which has shown that there are no Aboriginal sites or Aboriginal places that have been recorded or declared in or in proximity to the subject site. Council is satisfied that there are no known sites in proximity to the subject site.  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. | Complies |
| **2.5 Contaminated Land** | |
| An assessment against the provisions of State Environmental Planning Policy (Resilience and Hazards) 2021 has been undertaken, as detailed in this assessment report. The matter regarding potential contamination of the land and SEPP 55, was considered during the assessment for the subdivision of the land under DA-46-2017, which was determined by the NRPP on 17 October 2017, with the land being identified as being suitable for industrial development. Given this, a Preliminary Site Investigation was not required for this proposed development. | Complies. |
| **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.  The site is not identified as being affected by slope or spring under this chapter.  Conditions of consent will be imposed to cover matters during construction such as erosion and sediment control, the potential to uncover archaeological relics, and impacts from construction. | Complies |
| **2.7 Floodplain Protection and Stormwater Drainage** | |
| The site is not identified as flood prone land on Councils flood mapping and is not affected by any natural watercourse.  Stormwater management will be managed on site and directed to the existing stormwater infrastructure included as part of the subdivision that created the subject lot. | Complies. |

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| **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.  The adjoining Armidale Regional Airport and New England Highway are considered to be noise generating activities in proximity to the proposed development. Given the proposed use of the development for the purpose of a warehouse, it is not considered necessary to require any noise mitigation measures on the proposed development.  The proposed development is not considered a noise generating development and will not impact adversely on adjoining land uses. | Complies |
| **2.9 Parking** | |
| 2.1 Off-street parking provisions  **Car parking**  Warehouse – 1 space per 300m2 or 1 per FTE employee whichever is greater  Office and commercial: - 1 space per 40 square metres of GFA  The proposal provides sixteen (16) spaces in a service car park located along the Waller Ave frontage and forty –two (42) car parking spaces in the eastern area of the site.  The warehouse component of the proposal equates to 5,204m2 requiring eighteen (18) car parking spaces.  The office component of the site equates to 1,298m2 in total, requiring thirty –three (33) car parking spaces  Total spaces required: Fifty – one (51) Total space provided = fifty eight (58) spaces  **Bicycle**  For warehouse, see light industry and general industries – 1 per 1000m2 GFA  No bicycle parking has been indicated on the plans. It is recommended that a condition of consent be imposed requiring the provision of six (6) bicycle spaces. | Complies |

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| **2.10 Signage** | |
| This chapter seeks to ensure signs are appropriate for the character and location and to ensure that signage does not create visibility and safety hazards to road users and pedestrians.  The proposed signage, relates to the lawful use of the building and though of a large scale it is considered to be appropriate in colour, style and size considering the bulk and scale of the proposed building.  The signage is limited to business identification signage, with the provision of three (3) signs in total, two (2) on the eastern elevation and one (1) on the southern elevation.  The signage is clear, wall mounted, and does not protrude from the wall, dominate or obscure views or future advertising rights of adjoining allotments. | Complies. |
| **Chapter 5.2 Industrial Development - Section 5 Commercial and Industrial Development Controls** | |
| **3.1 Maximum Heights** | |
| The development will 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.  The subject site is not adjacent to the New England Highway, a public reserve or residential area. The prescribed height limit is, as above, 15m.  The proposed development has an overall height at the ridgeline of 12.15m | Complies. |
| **3.2 Setbacks from Roads** | |
| The subject site is a corner lot, located on the corner of Waller Ave and Cameron Drive. It is intended that upon the amalgamation of lots, the subject site will have a primary address of Cameron Drive. As such the Cameron Drive frontage is considered the primary frontage.  The required setback from the primary road frontage (that is not a classified road) is 6m.  The proposal is generally compliant with the setback control of 6m, however there is a minor noncompliance for the administration/office component of the proposal.  The building has an overall length of 123m, wherein 103m of the building is compliant with the 6m setback requirement. The admin/office component of the building (with a length of 20m) is setback only 4.5m from Cameron Drive frontage, representing a 1.5m shortfall with the control.  Notwithstanding the numerical non-compliance, the proposed 4.5m setback is considered acceptable in that the landscaping and street trees along Cameron Drive will provide an adequate buffer to adjoining development. The non-compliance also allows sufficient area for vehicles to manoeuvre on the northern portion of the site.  Secondary Road frontage for a corner lot (that is not a classified road)  The subject site has a secondary frontage to Waller Ave. The minimum setback requirement is 4m. The proposal exceeds this provision with a minimum setback of 11.158m. | Generally compliant.  Minor noncompliance on the Cameron Drive frontage |
| **3.3 Setbacks from Side & Rear Boundaries** | |
| The minimum side setback for a new building that is not adjacent to a road is generally 0m. The proposed building is setback 6.839m from the western boundary which adjoins other properties. In this setback are five (5) rainwater tanks and fire sprinkler pump shed. In line with a 0m setback, any buildings on the boundary must be able to meet BCA fire separation requirements. There are no concerns regarding the provision of these structures in this setback. | Complies |
| **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.  The proposed building has a clear entry way in the administration component of the building that is accessible from the carpark.  Articulation is provided to the overall building through the reduced building height, materiality and glazing of the administration component of the building located on the eastern side of the site. | Complies |
| **4.1 Building materials and colours** | |
| The proposal utilises a glazed curtain wall, in combination with painted tilt up panels and painted aluminium composite panels on the office/production component of the building to provide variance in materiality and to denote this area of the building. The building entrance is clearly identifiable in the glazed curtain wall and is located on the eastern portion of the site adjoining the staff car parking affronting Cameron Drive.  The northern and southern elevations of the building are to be the largest expanse of wall with the same materiality.  A condition will be imposed to ensure the glazing is non-reflective given the extent of glazing provided. | Complies. |

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| **4.2 Building articulation** | |
| The proposed building has an unarticulated wall length of 80m on the southern elevation affronting Cameron Drive. Notwithstanding the absence of articulation the proposal is considered acceptable as there is a change in materiality in intervals along the elevation and there will be the provision of landscaping along the length of the elevation in addition to the street trees.  The northern elevation provides articulation through a number of roller doors and awning. The administration/office component of the proposal also provides articulation as the building steps out towards the southern elevation and utilises a variety of materials and colours. | Complies |
| **4.3 Service equipment and external storage area** | |
| Ground level service equipment should be behind the building line & be screened from view from any adjacent roads.  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. | Complies |
| **5.1 Waste Storage** | |
| A waste storage area is to be provided on site and be accessible for waste collection, two (2) days per week and to be carried out by Cleanaway. Waste storage will include 2 x 1.5m skip bins with cardboard collection to be managed by Armidale Regional Council weekly pick up.  The waste storage area is to be located on the western boundary in the service area.  A condition of consent will be imposed to ensure waste storage areas are provided and enclosed. | Complies |
| **5.2 Noise & Amenity** | |
| The proposed hours of operations are 7am to 5pm Monday to Friday which are considered acceptable. Traffic movements throughout the day are categorised as staff vehicle movements and delivery vehicle movements. There are no considered to be any impacts on residential uses from the development as the nearest property is approximately 220m to the west of the site. | Complies |
| **5.3 Lighting** | |
| Lighting fixtures within 4.5km of the runway ends, of the Armidale Regional Airport must:  a) be designed by a suitably qualified lighting engineer/professional;  b) consider the requirements of CASA for lighting in the vicinity of aerodromes  All proposed lighting on the site will be designed by a suitably qualified lighting professional, with regard to the Australian Standards and CASA requirements for lighting in the vicinity of aerodromes.  A condition of consent is to be imposed to ensure that full details of the proposed lighting for the building and on the site are submitted to the Certifying authority prior to the release of a Construction Certificate. | Complies |
| **5.4 Signage** | |
| All signage is to be in accordance with Chapter 2.10 Signage. | Complies |
| **6.1 Site Access** | |
| The site has adequate access from Waller Ave and Cameron Drive through the provision of three (3) driveway crossovers on Waller Ave and two (2) on Cameron Drive. The access from Cameron Drive is entry only and utilised for heavy vehicles in the loading area on the western side of the warehouse.  The northern most driveway access on Waller Ave provides ingress and egress for light vehicles.  The two (2) other driveway accesses provide an ingress and egress through the site for the purpose of a B double  The southern driveway access on Cameron Drive, allows for heavy vehicles to enter the site for loading/unloading and exit the site in a forward motion via Waller Ave.  Adequate area is provided on site for the manoeuvring of vehicles both in the parking areas and into and out of the warehouse. Vehicles are able to enter and exit in a forward motion, with the plans detailing the adequate swept path for B-double vehicles entering and exiting the site.  All parking and manoeuvring areas are to be concrete hardstand.  **Vehicle movements**  **Staff vehicles**  7am to 8am – 35-40 staff  12pm to 2pm – 20-30 staff on staggered lunch breaks  4pm – 20 staff at end of production shift  5pm to 5:30pm – 15-20 staff vehicles  **Delivery Vehicles**  7am – 7:30am 1 x heavy rigid waste collection vehicle entering via Waller Ave (twice a week)  12pm to 12:30 1 x semi-trailer or heavy rigid entering off Waller Ave  9am – 3pm – 5 light vehicles entering off Waller Ave  9am -11am – 1 x B – double combination or 1 x semi-trailer entering via Cameron Drive and Existing via Waller Ave 92 -3 times per week)  2pm – 3pm – 1 x semi-trailer or heavy rigid entering by Waller Ave  The proposal has a vast distribution of vehicles entering and exiting the site across the day, with the traffic predominately entering and exiting via Waller Ave. As the Airside Business Park is yet to be fully developed there is currently limited traffic circulating in this area. The traffic assessment provided with the application, prepared by Kelly Covey Group dated May 2022, concludes that the development will be relatively low impact traffic generating development and will not result in an additional demand on the surrounding road network. Transport for NSW concurs with this advice. | Complies |
| **6.2 Parking & Access** | |
| Provision of parking is to be in accordance with Chapter 2.9 - Parking, of this DCP.  The proposed development meets the parking requirements as specified under Chapter 2.9. | Complies. |
| **6.3 Loading facilities and driveways** | |
| The proposed loading bays do not face adjacent properties and are to be designed in accordance with AS 2890.1 and AS 2890.2. | Complies. |
| **6.4 Wayfinding Signs** | |
| Directional signage is to be provided to direct visitors to public parking and visitor entrance, with directional signage provided for service vehicles.  A condition of consent will be imposed to provide directional signage. | Complies |
| **7.1 Depth of Landscaping** | |
| Landscaping should be provided on all frontages with the required depth of landscaping for all other street frontages being 3m.  The proposal provides a minimum depth of 3m of landscaping along the Cameron Drive and the Waller Ave frontages, with the extent of landscaping extended to a minimum of 5m and a maximum of 14m on the eastern boundary on the corner of Waller Ave and Cameron Drive.  A landscape plan has been provided with the application, however as the site has an area of 1,000m2, a detailed landscaping plan, endorsed by a qualified horticulturist, will be required to be submitted to the Certifying authority with any application for a Construction Certificate. | Complies |
| **7.2 Fences & Gates** | |
| The proposal does not include the provision of any fencing. | Complies |

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| **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.  The proposal will be connected to Councils reticulated water supply. | Complies |
| **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.  The proposal will be connected to Councils reticulated Sewer service. | Complies |
| **9.3 Stormwater Drainage** | |
| Stormwater drainage systems are to be designed in accordance with Chapter 2.7 Floodplain Protection and Stormwater Drainage. The site is connected to existing stormwater infrastructure implemented as part of the subdivision. The proposal will be required to drain to this infrastructure.  The proposal also includes the provision of rainwater tanks on the western boundary of the site to be utilised for water retention. | Complies |