

Extraordinary Meeting

An EXTRAORDINARY MEETING of LISMORE CITY COUNCIL will be held at the COUNCIL CHAMBERS, Oliver Avenue, GOONELLABAH on **Tuesday, June 20, 2006 following the extraordinary meeting scheduled to commence at 6.00pm** and members of Council are requested to attend.

Paul G. O'Sullivan
General Manager

June 14, 2006



Agenda

Opening of Meeting and Prayer (Mayor)

Apologies

Mayoral Minutes

- Adoption of DCP No. 51 (Airport Industrial Estate)

Reports

- Best Practice Management
- Request for Financial Assistance - Far North Coast Baseball Association
- Titles for Land owned by Council – Bridge Street, Wyrallah
- Remuneration Fee for Mayor and Councillors
- Investments

Committee Recommendations

- Traffic Advisory Committee 17/5/06

Documents for Signing and Sealing

Section 356 Donations

Questions Without Notice

Confidential Matters – Committee of the Whole

- Mayoral Minute – Monitoring Performance Review – General Manager – 2005/06

Please bring your business papers for meeting June 13, 2006

Mayoral Minute

Subject Adoption of DCP No.51 (Airport Industrial Estate)

File No S925

Background

At its meeting of June 13, 2006 Council considered a report on the proposed changes to existing DCPs to meet the legislative requirements for DCPs introduced as part of the State Government's planning reform package. Council resolved to defer adoption of the new DCPs to enable a Council workshop on the issue. There is, however, one matter which should be dealt with as soon as possible.

The package of changes to the DCPs that was considered by Council included a draft amendment to the controls that apply to Council's Airport Industrial Estate. These controls currently rest within DCP No.26 (Industrial Development). Under the comprehensive changes to Council's DCPs, a separate site specific DCP will be created for the Airport Industrial Estate.

The intention of the amendment to controls on the Airport Industrial Estate was to permit flexibility in the configuration of the nominated building pads on each of the eight allotments of that estate providing that flood modelling demonstrates that any amended design would have negligible cumulative effect on flood depths and velocities in the locality.

The matter was originally considered by Council at its meeting of November 8, 2005 when Council resolved to:

- a) Prepare a draft amendment to Development Control Plan No. 26 relating to the section on the Airport Industrial Estate to include a provision that:
 - Building pads are generally to be contained within the horizontal limits to fill as indicated on Fig 1.
 - Any application for variation to the location or shape of the building pads as shown on Fig 1 must be accompanied by a report demonstrating that flood modelling of the proposal indicates that any effects on flood depths or velocities in the vicinity of the site will be negligible.
 - The flood modelling is to take into account the cumulative effects of any other changes (actual or proposed) to the configuration of building pads within the estate.
 - Any application to increase the overall size of building pads will generally not be supported
- b) Place the draft amendment to DCP No.26 on exhibition for public comment for a period of 28 days.

Because of the legislative changes to DCP requirements at the time, the proposed amendments to DCP No.26 could not be exhibited but instead were incorporated into the new draft DCP No.51 (Airport Industrial Estate). This DCP was exhibited concurrently with draft DCP No.1 from February 6, 2006 to May 8, 2006. No submissions were received in response to the exhibition of draft DCP No.51.

There are several Development Applications that have been lodged for lots within the Airport Industrial Estate that are relying on the flexibility clause that will be introduced through DCP No. 51. Although Council has deferred adoption of DCP No.1, it is recommended that Council proceed with the adoption of DCP No.51. This will allow existing and new applications to be considered under the provisions of that DCP. The only change that will be required to DCP No.51 will be to delete references to "DCP No.1" and insert instead references to the existing relevant DCPs. A copy of DCP No. 51 as exhibited but with references to DCP No. 1 amended, is attached to this minute.

Recommendation

That Council:

1. Adopt DCP No.51 (Airport Industrial Estate) as per the attachment.
2. Give public notice of Council's adoption of DCP No.51 in accordance with the requirements of the EP&A Regulation 2000.



DRAFT Development Control Plan No. 51

AIRPORT INDUSTRIAL ESTATE

1. Name of Plan

This Plan is named Development Control Plan No 51 – Airport Industrial Estate

2. Land to which this Plan applies

This Development Control Plan applies to land located on the western side of the Bruxner Highway between the Lismore Airport terminal and Krauss Ave.

3. Relationship to other Plans

This Plan should be read in conjunction with the Lismore Local Environmental Plan 2000.

It also adopts the relevant provisions of Lismore DCP No. 26 (Industrial Development).

4. Adoption of Plan

This Plan has been prepared in accordance with Section 74C of the EP&A Act, 1979 and Clause 16 of the EP&A Regulation, 2000. The Plan was adopted by Lismore City Council at its Meeting of > and came into effect on >.

5. Restrictions on filling

The land is located within a defined 'floodway' as determined by two dimensional flood modelling undertaken for the preparation of the Lismore Floodplain Management Plan 2002. Further modelling undertaken by Patterson Britton & Partners defined the maximum extent of fill that could be undertaken on the site without having a measurable effect on flooding upstream of the site in the 1 in 100 year and 1 in 10 year design flood events.

The modelling was based on the filling of three separate building pads to RL 11.6m AHD, equivalent to the 1 in 100 year design flood level at the site. The location of these pads is shown on Fig 1 and all filling of lots is to be generally contained within the horizontal limits to fill as indicated on that plan. Any application for variation to the location or shape of the building pads as shown on Fig 1 must be accompanied by a report demonstrating that flood modelling of the proposal indicates that any effects on flood depths or velocities in the vicinity of the site will be negligible. The flood modelling is to take into account the cumulative effects of any other changes (actual or proposed) to the configuration of building pads within the estate.

All filling will require the consent of Council. Bulk fill to within 300mm of the finished surface level is to be sourced in accordance with the requirements of Development Control Plan No. 7 (Flood Prone Lands).

Individual building pads may be filled to (or above) the 1 in 100 year design flood level. The placement of additional fill on land outside of the designated building pad will be permitted to allow the formation of batters from the top of the building pad to natural ground level. Where required, batters may extend from the top of the building pad to the boundary of the allotment, but in any case all batters are to have a gradient no greater than 1 in 4 to facilitate maintenance.

6. Building location and design

All buildings and other structures are to be located wholly within the nominated building pad for each allotment. No building is to extend beyond the fill limits shown on Fig 1. The remainder of the lot may be used for the purposes of parking, vehicle manoeuvring and landscaping only.

The minimum floor level for all buildings shall be 300mm above the 1 in 100 ARI level as shown on Fig 2. For all sites within the area covered by this Part that level will be 11.9m AHD.

Development Control Plan No. 26 (Industrial Development) outlines general requirements relating to the external appearance of industrial buildings and the use of materials on the building façade facing the street. Building design and presentation to the street is of particular importance on this site given its main road position and prominence as a 'gateway' location to Lismore. Development applications must specifically address the visual impact of the proposal and must demonstrate that building design and appearance are appropriate to the site's location.

7. Landscaping

Landscaping requirements will apply at both the subdivision and individual development application stage. A condition of subdivision consent will be the submission of a landscaping plan for the area of road reserve located between the Bruxner Highway and the proposed service road. This area is to be planted with trees which have a mature height of at least 5m so as to create a park like environment that enables visibility of the site from the Bruxner Highway beneath the tree canopy. This design is to enhance rather than screen the estate from the Bruxner Highway.

Applications for development on individual lots will also require the submission of a landscaping plan in accordance with the relevant sections of DCP No. 26. The use of landscaped mounds will be restricted to those areas within the perimeter of the approved building pad.

8. Fencing

Security fences, walls, screens, etc. shall not be located beyond the perimeter of the individual approved building area for each allotment. Certain types of fencing may be permitted outside of this area providing the fence is of a type that will not collect flood debris or have any impact on flood behaviour.

9. Stormwater management

Stormwater management plans will be required at the initial subdivision stage as well as for each development application for development of individual lots. Preliminary stormwater management plans will be required at the DA stage to demonstrate that stormwater can be managed on-site in a manner which maximises opportunities for treatment and infiltration. Detailed stormwater management plans will be required as a condition of development consent.

Stormwater management at the subdivision stage will be concerned primarily with the control of stormwater drainage from the service road. Generally stormwater drainage is to be directed westwards via 20m wide drainage swales located between proposed lots 2 and 3 and lots 5 and 6. Stormwater will then be dispersed over airport land to the west to maximise infiltration. Stormwater from the northern end of the road will be directed via swales to the stormwater drain under the Bruxner Highway.

Stormwater management on individual lots is to be managed primarily through controls on the area of impervious surface that will be permitted on each lot. Generally no more than 50% of site area may be covered with impervious surfaces such as roofs and hard paved surfaces. The design is to demonstrate how stormwater runoff from impervious surfaces is to be dispersed over the remaining permeable (landscaped) areas of the site to maximise the opportunity for infiltration.

Proposals involving hard surfaces greater than 50% of the site area will only be considered where compensatory measures designed to reduce the amount of stormwater runoff are proposed. Such measures may include the use of rainwater tanks, or porous or permeable paving systems depending upon the nature of the proposed use of the area. Where alternative paving systems are proposed, details of subsurface collection and disposal of infiltrated stormwater will be required.

10. Erosion and sediment control

Any works involving the placement of fill or disturbance of the site will require implementation of erosion and sediment control measures. An Erosion and Sediment Control Plan will be required describing how erosion control and soil and water management will be achieved on site. The Plan should be address those matters identified in Council's *Guidelines for the Control of Soil Erosion and Sedimentation on Building and Development Sites* as well as Landcom's *Managing Urban Stormwater: Soils and Construction*.

11. Noise Mitigation

As the lots are adjacent to an existing airport, internal noise attenuation is to be incorporated into any quiet uses such as offices of the buildings. This is the responsibility of each individual building owner.

Activities associated with uses on each lot must not create offensive noise as defined in the EPA (DEC) Industrial Noise Policy. The design of buildings in order to achieve appropriate noise attenuation is the responsibility of each individual owner.

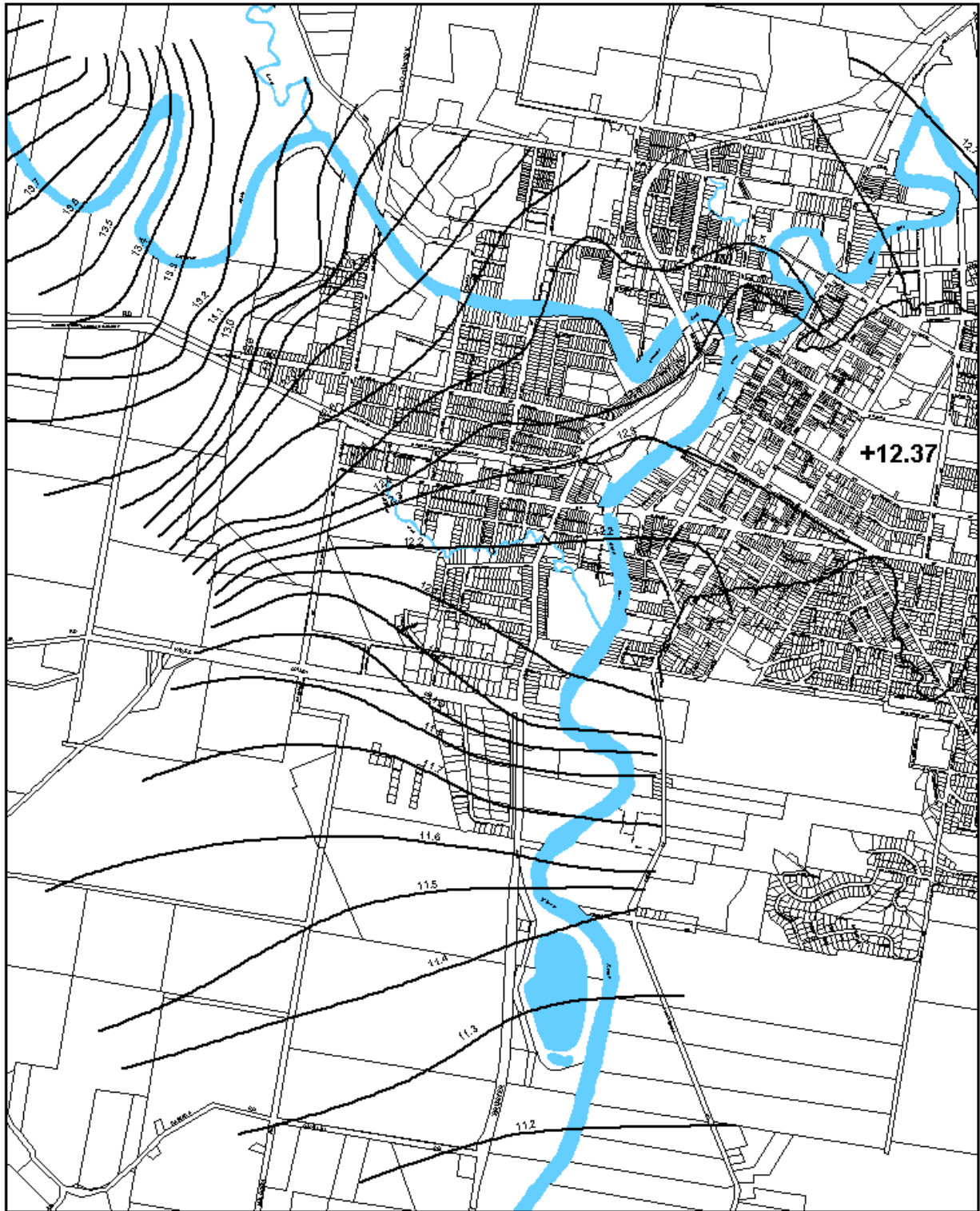
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Scale
 1 : 4000
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Fig 1:
Maximum extent of fill, excluding batters




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Disclaimer

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Fig 2

1 in 100 flood levels