

Chapter 4

Airport Industrial Estate



4 Airport Industrial Estate

This Chapter applies to land located on the western side of the Bruxner Highway in South Lismore between the Lismore Airport terminal and Krauss Ave.

4.1 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 Chapter 8 (Flood Prone Lands) of Part A of this DCP.

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.

4.2 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 500mm above the 1 in 100 ARI level as shown on Fig 2. This 500mm freeboard is referred to as the flood planning level (refer to LEP 2012 Dictionary for definitions). For all sites within the area covered by this Part that flood planning level will be 12.1m AHD.

Chapter 3 (Industrial Development) of Part A of this DCP 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.

4.3 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 Chapter 3 of Part A of this DCP. The use of landscaped mounds will be restricted to those areas within the perimeter of the approved building pad.

4.4 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.

4.5 Stormwater management

Stormwater management plans will be required at the initial subdivision stage as well as for each development application relating to 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.

4.6 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 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*.

4.7 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 Industrial Noise Policy. The design of buildings in order to achieve appropriate noise attenuation is the responsibility of each individual owner.

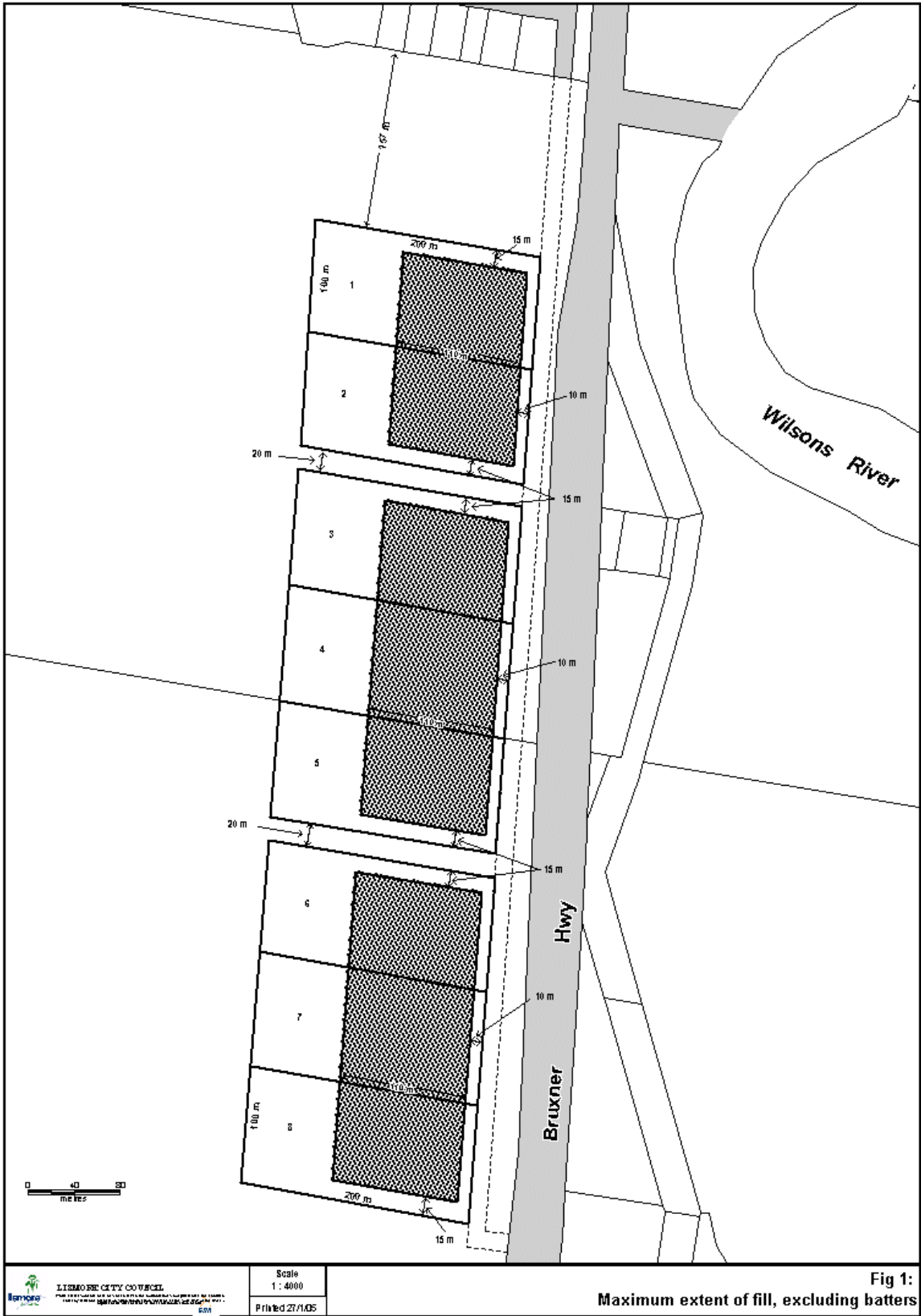
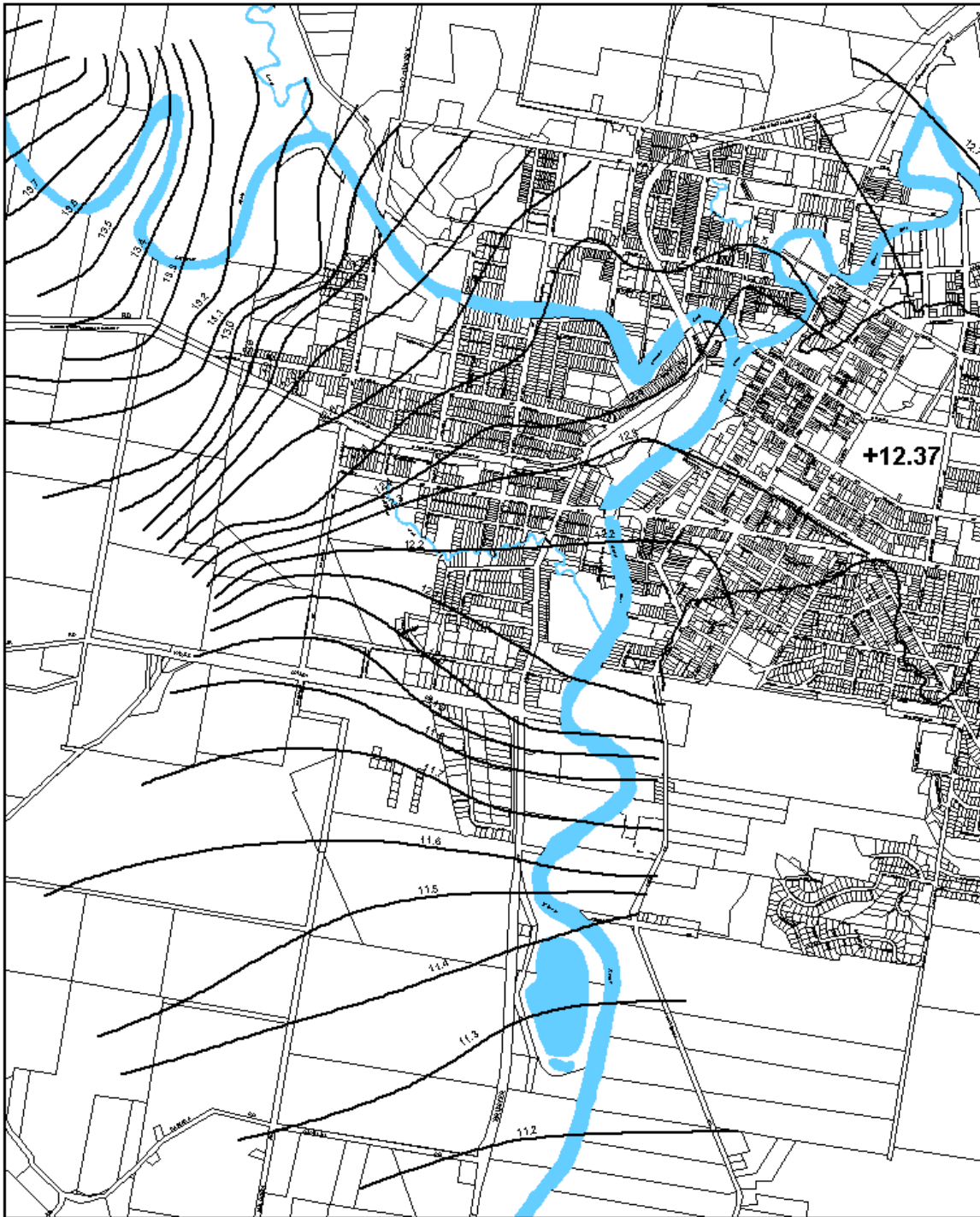


Fig 1:
Maximum extent of fill, excluding batters




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Fig 2

1 in 100 flood levels