

Chapter 9

North Lismore Industrial Estate



9 North Lismore Industrial Estate

9.1 Application

This chapter applies to land bounded by Bouyon, Terania, Tweed and Lake Streets, North Lismore, as shown on Map 1. The land is zoned IN1 General Industrial and IN2 Light Industrial under Lismore Local Environmental Plan 2012. The IN2 Light Industrial zoned area borders Tweed and Terania Streets.

9.2 Objectives

The objectives of this chapter are:

- To facilitate industrial development that does not result in unacceptable impacts on nearby residences;
- To ensure that industrial development is compatible with the flooding characteristics of the site and surrounding locality, and is designed so that the likelihood of damage to buildings, stock and equipment from floodwaters is minimised;
- To provide suitable road access and traffic infrastructure for industrial development.

9.3 Relationship with other planning controls

The Lismore Local Environmental Plan 2012 and other Chapters of the Lismore Development Control Plan apply to the North Lismore Industrial Area. Any development application for subdivision of the site or for uses of subdivided lots is to be prepared in accordance with these planning controls, in addition to this Chapter.

9.4 Aboriginal cultural heritage

An approved 'cultural monitor' from the Local Aboriginal Land Council is to be present during initial ground surface disturbance for the clearance of roadways and subdivision layout. Any Aboriginal cultural material found at any time on the subject property should be brought to the attention of the Ngulingah LALC and in accordance with legislation, be reported to the Director General, of the Office of Environment and Heritage in accordance with the *National Parks and Wildlife Act 1974*.

9.5 Flora/fauna

Prior to lodgement of a development application to subdivide the site, a targeted onsite assessment must be undertaken to confirm that there is no flora or fauna of significance on the site. The results of this assessment are to be included in the Statement of Environmental Effects supporting the development application.

9.6 Lot sizes

A minimum lot size of 1500m² applies to the land under Lismore Local Environmental Plan 2012.

Subdivision of the land is to provide a mix of lot sizes in order to cater for a variety of industrial uses. The average lot size in the IN2 Light Industrial zone is to be 2000m². The IN1 General Industrial zone is to include lots of 4000m² and greater.

All lots should be of sufficient size, or their building footprints restricted, so that all vehicle parking, loading/unloading, landscaping and any other servicing required by the occupying business can be provided on-site. Car parking and vehicle manoeuvring generally must not

occur within the front building setback. No parking, manoeuvring, reversing or loading/unloading of vehicles is to take place on a public road.

9.7 Vehicle access

The site is serviced by Terania Street and Tweed Street both of which form part of the Roads and Maritime Services (RMS) road network. The RMS have designated that access to their network shall be through the Bouyon Street/Terania Street intersection to service the southern section of the industrial area and the Lake Street/Tweed Street intersection to service the northern section of the estate.

The RMS have directed that there is to be no direct access to any new lot from Terania and Tweed Streets, so as to protect the safety and efficiency of the classified road network. This requirement does not apply to lots in existence prior to the rezoning of the land (27 November, 2009).

Terania, Tweed and Wilson Streets are gazetted B-Double routes. Industrial development will generate additional heavy and light traffic and the existing road network infrastructure such as pavement, drainage and junctions will need to be upgraded to cater for the additional traffic. The internal road system and junctions should cater for B-Double turning paths.

The following upgrading works are required to be constructed in conjunction with the development of the land:

- Bouyon Street be constructed to a 12 metre width with kerb and gutter on both sides;
- Lake Street to be constructed to a 9.5 metre wide sealed pavement, with kerb and gutter on the southern side at an offset of 6.0 metres from the road centreline;
- The frontages of Tweed and Terania Streets will need to be upgraded, with kerb and gutter at an offset of 6.5 metres from the centre-line and a minimum width road pavement of 10 metres.

The intersections of the proposed roads with both Terania and Tweed Streets are to be designed in accordance with Austroads "Guide to Road Design Part 4A Unsignalised & Signalised Intersections".

The intersections of internal roads with Bouyon Street are to be offset from those with Hallam, Gibbon and Hume Streets.

9.8 Residential amenity

Land fronting Tweed and Terania Streets is within the IN2 Light Industrial zone, so as to avoid disturbance to residents of those streets. Map 1 identifies the IN1 General Industrial and IN2 Light Industrial zoned areas.

Preferred uses in the light industrial area may, in addition to light industry, include non-industrial uses such as bulky goods premises, depots, warehouse or distribution centres, vehicle sales or hire premises and other uses as permitted by LEP 2012 land use table provided that the processes carried on and the transportation involved or the machinery or materials used, do not interfere with the amenity of the residential neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

Noise amelioration and protection of residential amenity is to be addressed in the building design and siting of any uses in the area zoned IN2 Light Industry, or by the construction of mounded buffers at a minimum level of 1.5 metres from top of fill and densely planted in accordance with an approved landscape plan. Buffers are to be located within the industrial

lots. Applicants should refer to the NSW EPA Industrial Noise Policy for guidance on this matter.

To assist in maintaining residential amenity, direct vehicular access to new industrial development from Tweed and Terania Streets will be prohibited. This restriction does not apply to lots fronting Tweed and Terania Streets that existed prior to the making of Amendment No. 37 to Lismore Local Environmental Plan 2000 (27 November, 2009).

Lighting of individual premises is to be constructed so as to avoid nuisance to residences.

9.9 Entrance to Lismore

The site is situated on an entry to Lismore from the north and west. Council wishes to ensure a superior standard of building and landscape design on the approaches to Lismore. Consequently, applications for development fronting Terania Street are to demonstrate careful consideration of building design as required in Section 9.13, together with landscaping created and maintained in accordance with Council's Landscape Guidelines.

9.10 Unacceptable uses

The following land uses may have an unacceptable impact on residences in the immediate area by virtue of noise or odour emissions and are encouraged to locate to an alternative site.

Land uses not acceptable in IN2 Light Industrial zoned area	Land uses not acceptable in IN1 General Industrial zoned area
Electricity generating works	Heavy industries
Truck depots	Heavy industrial storage establishments
Vehicle body repair workshops	
Transport depots	
Waste or resource management facilities	
Boat building and repair facilities	

Note. This DCP cannot prohibit uses which are permitted under the Lismore Local Environmental Plan 2012 or any State Environmental Planning Policy.

9.11 Saleyards

The Lismore Saleyards are located to the north of the estate. Any form of development that may be adversely impacted by the operation of the saleyards is encouraged to locate to an alternative site.

9.12 Flood management

The site is identified as 'high flood risk' in DCP Part A Chapter 8 "Flood Prone Lands", but flood modelling indicates that low velocities are experienced. Building floor levels and emergency flood refuge areas are to comply with DCP Chapter 8.

Filling of roads is restricted so as to minimise, as much as practicable, any potential impact upon the flood regime in the locality. Roads should remain as close as possible to natural ground level to provide flood and stormwater flow paths away from the site. Building pads may need to be filled to maintain flood free floor levels in the 100 year ARI event. All allotments are to be sloped to street frontages to prevent the creation of trapped low points.

The construction of a new drainage system will be a requirement for any development approval for subdivision of the site. The design of the drainage system shall take into consideration the possibility of drainage outlets being inundated by flood waters.

9.13 Site and building design

9.13.1 External Appearance and Building Materials

Industrial buildings should be designed to be attractive as well as functional. Facades facing the street should be constructed in face brick or rendered and/or painted brick, concrete or masonry. Other materials such as pre-coloured metal sheeting will be considered where the use of these materials can be shown to be compatible with the architectural design of the building.

Development on allotments within the area zoned IN2 Light Industry is to be designed to address the frontage to Tweed and Terania Streets and the internal access road. The facades of new buildings on allotments with frontage to either Tweed or Terania Streets are to be articulated, so as to enhance the streetscape and local amenity by providing variation in the facade and building form along Tweed and Terania Streets.

Architectural features may be provided at ground level giving an entrance element to the building and addressing the frontage to Tweed and Terania Streets.

Development on corner sites is to address both street frontages, in terms of façade treatment and articulation of elevations.

The impact of the size of the development when viewed from the street should be minimised, by avoiding bulky roof forms or extensive blank facades in a single material/colour.

The use of ventilation and sun control devices such as roof ventilators, louvres, verandahs and awnings are encouraged, to minimise energy requirements and improve the visual appearance of buildings. All rooftop or exposed structures including lift motor rooms, plant rooms etc., together with air conditioning, ventilation and exhaust systems, are to be suitably screened and integrated with the building, in order to ensure a properly integrated overall appearance.

Natural lighting must be incorporated into the design for large span buildings. Buildings must be designed to allow for natural ventilation, which can also be used to reduce excessive heat gain in summer and reduce smoke spread in buildings in the event of fire.

9.13.2 Building Height

To preserve view opportunities and residential amenity for occupants of adjacent dwellings the height of buildings in the industrial estate should be of a residential scale. In this regard, the vertical distance from filled ground level to the highest point of the building (excluding communication devices, chimneys and the like) should not exceed 8.5m.

In the IN1 General Industrial area variations to this height limit will be considered if the development application shows:

- no interruption to view lines from nearby residences
- no impact on solar access of adjoining buildings
- no impact on the amenity of neighbouring properties, with particular regard to visual bulk, scale, overshadowing, privacy and views.

Development must ensure the maintenance of adequate solar access to adjoining residential development, as well as to any outdoor private or public open space.

Note. LEP 2012 does not impose a building height development standard on the industrial estate so these height requirements are guidelines that serve to mitigate potential negative impacts on adjacent residential development.

9.13.3 Building Line Setbacks

The setback from the street frontage to the building line should be no less than six metres. This area is to be landscaped in accordance with an approved landscape plan. Car parking generally will not be permitted in the landscaped setback area. However, for lots with dual frontage to Tweed or Terania Streets, car parking within the front setback to the internal road will be considered. Where car parking occurs within the front setback a minimum two metre wide landscaped strip must be provided.

Where an industrial development is proposed adjoining an existing residential use, a minimum two metres wide landscaped area is to be provided along the common boundary with the residential development.

9.13.4 Access

The design of driveways, access points and vehicular circulation areas shall ensure vehicle entry and exit from the site is carried out in a forward direction. It is preferred that car parking and light vehicle traffic is separated from heavy vehicle traffic accessing loading and servicing areas.

All driveways shall be suitably signposted and indicate "Entrance", "Exit" and "Keep Left" as appropriate. Driveways shall be located so that any vehicle entering or exiting from the site is clearly visible to approaching vehicles or pedestrians.

9.13.5 Carparking

Carparking areas should be designed in accordance with the requirements of DCP Part A Chapter 7 – "Off Street Carparking" and shall comply with AS 2890.1 Part 1 Off-Street Car Parking. Development applications for use of individual lots are to demonstrate landscaping within carparking areas. Landscaped areas should have a minimum width of two metres, with shade trees located in landscaped bays at a rate of approximately one per every five (5) carparking spaces.

9.13.6 Loading Docks

Loading docks or bays shall be provided as part of the development to ensure that no loading or unloading of vehicles occurs within Council's road reserve. The dimensions of a loading bay will depend on the nature of the development and the type of vehicles involved in the delivery/pick up operations but they shall comply with the requirement of AS 2890:2 Part 2 Off-Street Commercial Vehicle Facilities and should be no less than 7m x 4m so as to permit access and accommodation of a small rigid truck. DCP Part A Chapter 7 – "Off Street Car parking" sets out the type of vehicle to be accommodated for industrial uses.

Loading docks associated with buildings in the IN2 Light Industrial zone are to be located as far as possible from nearby residences to minimise any noise, such as vehicle reversing alarms, arising from loading/unloading activities.

9.13.7 Open Storage Areas

Any open storage areas should be located behind the building line setback and, in the IN2 Light Industrial zone, behind any proposed or existing buildings. Open storage areas should be screened from view from the public roadway and adjoining properties. Development applications for uses on individual sites are to show the location of open storage areas on the site and include details of screening proposed.

9.13.8 Landscaping

Landscaping to Council's requirements is to be established within the building line setback areas and within the car park areas. Trees that will achieve a mature height matching the height, bulk and scale of the buildings are to be used. Landscaping should incorporate a mixture of trees, shrubs and ground covers, and garden beds should be mulched to reduce maintenance requirements. The use of mounded landscaped beds is encouraged to screen parking and service areas.

A landscape concept plan, prepared in accordance with Council's *Landscape Guidelines*, is required to be submitted with development applications for uses on individual sites, for approval by Council. A detailed landscape plan must be submitted and approved prior to issue of the Construction Certificate and should indicate the names, location and mature heights of all tree and shrub species to be used, together with the location of any mounded garden beds, grassed and paved areas.

Landscaping requirements are to be fully implemented prior to occupation of building(s) on the site and landscaping is to be maintained appropriately throughout the site.

9.13.9 Fencing

Security fencing will be permitted, but where located along the street frontage should be located behind the designated landscape setback area. Ornamental fences may be erected within the designated landscape setback area as part of the landscape design.

9.13.10 Signage

The design and location of advertising signage and the use of corporate colours are subject to the requirements of DCP Part A Chapter 9 "Signage" and LEP 2012.

Signage should be attractively designed in a style and colours which complement the amenity of the area. Where possible, signs should be integrated into the overall design of the building. Advertising signage should be designed and located to avoid any adverse visual impact on adjoining residential areas and major roads.

The number of signs for a single development should be restricted to those necessary to provide reasonable identification of the business or businesses located on that site. Where there is more than one business located on one site, Council encourages the use of a single integrated directory sign.

9.14 Stormwater control and management

The development shall incorporate the integration between site development and the management, protection and conservation of the urban water cycle while supporting healthy ecosystems, lifestyles and livelihoods through smart management of all water usage. This may be achieved by addressing the following fundamental principles:

- Minimise impacts on existing natural features and ecological processes;
- Minimise impacts on natural hydrologic behaviour of catchments;
- Protect water quality of surface and ground waters;
- Minimise demand on the reticulated water supply system;
- Improve the quality of and minimise polluted water discharges to the natural environment;
- Incorporate collection treatment and/or reuse of runoff, including roof water and other stormwater;
- Reduce run-off and peak flows from urban development;
- Minimise wastewater generation;

- Add value while minimising development costs (e.g. drainage infrastructure costs);
- Account for the nexus between water use and wider social and resource issues.

An application for subdivision of the site shall demonstrate compliance with DCP Part A Chapter 22 – “Water Sensitive Design”. The stormwater management plan must demonstrate that no additional stormwater impacts will be experienced on adjoining properties.

Drainage from the site will generally be directed to the north east to the existing culvert at Tweed Street and to the south west to Arthur Park located on Terania Street (refer to Map 1).

Depending on hydraulic flows expected to be generated by development of the site; these existing culverts may require upgrading. Due to the flood prone nature of the land, the design of the stormwater drainage system is to address the possibility of outlet submergence and blockage.

Any filling of the land shall be graded and drained so as the existing surface flows of water from and to adjoining lands is addressed; in particular an overland flow path is required through the proposed development away from the rear of Lots 6 and 7 in DP 17405. Overland stormwater flows are to be directed away from adjoining properties and should address the issue of potential drainage impacts on adjoining residences.

Stormwater from areas that may contain pollutants in the form of solid, liquid or gaseous matter which could alter the physical, chemical or biological condition of the water shall be directed to the sewer following pre-treatment to the satisfaction of Council.



Chapter 9 Part B

Land to which this chapter applies

MAP 1



LISMORE CITY COUNCIL

While all reasonable care has been taken the council does not guarantee the accuracy of the information contained on this map and any reliance placed on such information shall be at the sole risk of the user. Acknowledged on signed application. Digital Cadastral, Celebra (a) Land Information Centre



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