

# Chapter 5 e)

## Industrial Development





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# Industrial Development

This section is dedicated to development in the IN1 General Industrial zone.

## Industrial Development Objectives

Industrial development supports the strong agricultural industry of the Narromine area as well as providing employment opportunities for the local community. To encourage industrial development, the following objectives are adopted:

- To provide for a wide range of industrial land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.

## Building Layout & Design

### *Site Area*

Minimum site area is determined off the proposed use from the land and the type and requirements of the industry.

### *Setbacks*

The setback requirements will be subject to the design of the development and the onsite vehicle manoeuvrability required for each development. The specified setback area is to be kept clear and maintained in an accessible manner at all times.

### *Building Aesthetics for Industrial Development*

As well as being functional, industrial developments should also be aesthetically pleasing. This is particularly important for businesses with highway frontages. Council will consider the use of materials such as timber panelling, pre coloured metal cladding and glazing used in conjunction with the brick, masonry block and concrete panels. Proper attention is to be paid to aesthetics and design, especially when visible from the highway.

### *Landscaping – Industrial Developments*

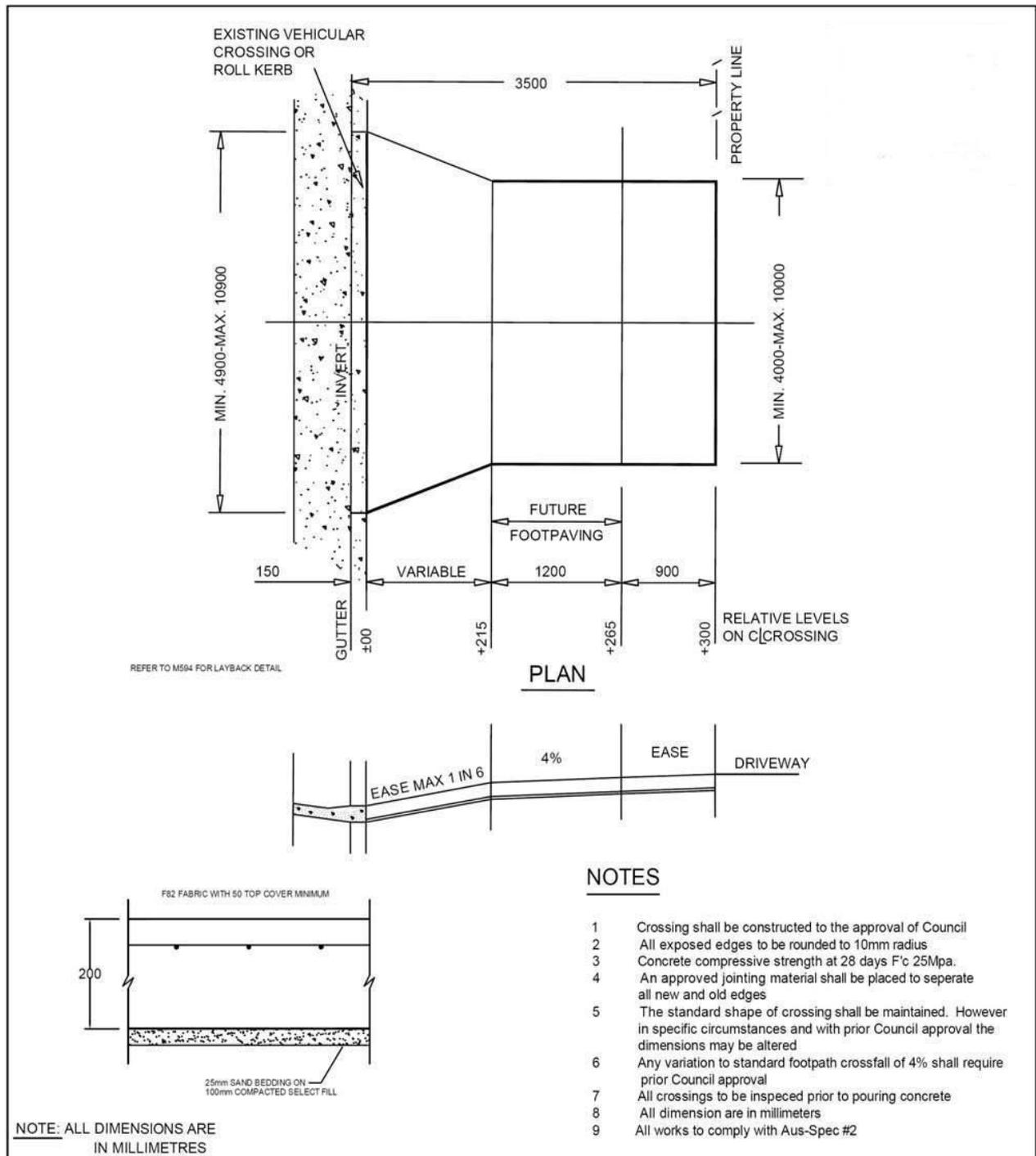
Landscaping can also play a major role in beautifying an industrial site. A landscaping plan, including location and species type, must be submitted with a development application. Landscaping should include a variety lawn (not more than 50% of the landscaped area) and low maintenance trees, shrubs (natives preferred) and ground covers etc.

Site landscaping must be provided in accordance with the approved plan prior to the occupation of the building.

## Access, Traffic and Car Parking

All land must have legal access to a public road. Usually this is in the form of direct vehicular access to a public road. In certain circumstances where direct access to a road is not possible, a right of way carriage way can be created over adjoining land.

All development applications are required to clearly identify the means of vehicular access, access points and the standard of access provided (all weather access). Vehicular access will be required to comply with relevant engineering standards.



## *Car Parking*

Sufficient on-site car parking is to be provided for all development proposals. The demand for car parking generated by any development should be provided for on-site.

The Roads and Traffic Authority (NSW) *Guide to Traffic Generating Developments* identifies the generation rates for determining car parking demand. The current versions of Australian Standard AS2890:1 - Parking facilities – off street parking, AS 2890:2 Parking facilities – Off street commercial vehicle facilities and AS 2890:6 Parking facilities – off street parking for people with disabilities are to be used for car parking facilities.

On-site parking is to be calculated in accordance with the following table. Where the land use is not specified it shall be categorised into one of the like headings and the number of spaces calculated accordingly. For fractions of a whole number, the total number of spaces shall be increased to the next whole number.

Land use	Car parking requirements
Road transport terminals	1 space per employee plus 1 space per company vehicles
Industrial buildings	1 space per 100m <sup>2</sup> of GFA plus 1 space per 40m <sup>2</sup> of office space GFA plus 1 space per 37m <sup>2</sup> of retail GFA
Warehouse/bulk store	1 space per 300m <sup>2</sup> of GFA plus 1 space per 40m <sup>2</sup> of retail GFA.
Wrecking yards	1 space per employee plus 1 space per 200m <sup>2</sup> of site area.
Extractive industry	1 space per company vehicle plus 1 space per 2 employees
Vehicle repair station	5 spaces per work bay.

Larger development applications (such as major commercial or industrial developments, traffic generation development as defined by State Environmental Planning Policy (Infrastructure) 2007) may require a specific Parking Study or Traffic Impact Assessment to justify the proposed development in terms of access, provision of car parking and impact on the local road network. Certain development will require a referral and concurrence from the NSW Roads and Traffic Authority (RTA). Development with direct access to a classified road or within the vicinity of a classified road will be referred to the RTA for their concurrence. Commercial and industrial buildings may be required to provide space for the loading and unloading of delivery vehicles. Table 2 shows the required service vehicle rates. Provision is to be made for service vehicles and for loading and unloading of goods and waste collections. Such facilities should not conflict with on site car parking.

### *Parking for People with a Disability*

Where access for persons with a disability is required as part of the development, the requirements of the Building Code of Australia (BCA) and Commonwealth Disability (Access to Premises – Buildings) Standards will need to be complied with. At least 1% of the required car parking spaces for a building which can be accessed

by the public are to be provided on site and in close proximity to the main access to the building. Disabled car parking must be designated as such.

Note: Irrespective of the need to comply with the BCA and relevant standards, there is an obligation to comply with relevant legislation such as the NSW Anti Discrimination Act 1977 and the Australian Government's Disability Discrimination Act 1992 (DDA) whereby the design of a premises should not discriminate against persons with a disability visiting or being employed in such premises.

#### *Vehicle Manoeuvrability on Site*

All access ways, manoeuvring areas, parking areas and loading areas are to be readily accessible and adequate areas on site must be provided for the turning and manoeuvring of all vehicles. The loading, unloading and reversing of vehicles on Council's roads, footpaths or reserves is strictly prohibited.

All vehicles entering and exiting the development site must do so in a forward direction. Council will assess the vehicle manoeuvrability on site by the vehicle turning templates available in the relevant Australian Standard and AUSTROADS.

The loading and manoeuvring areas are to be sealed with a surface capable of withstanding the proposed loads while minimising the impact of dust and nuisance from vehicle manoeuvrability. Details of the surface treatment to the loading and manoeuvring areas must be discussed with Council's Planning and Environmental Services Department prior to submitting a development application.

#### *Signposting*

All vehicle movements to, from and on site are to be clearly delineated. Off street car parking spaces are to be clearly delineated line marked and signposted in accordance with the RTA Guidelines and the relevant Australian Standard prior to occupation of the development.

#### *Open Storage and Loading Areas*

Open storage and loading areas are to be identified on the development application and are to be located behind the building line of the industrial development.

Council approved screening devices (screen fencing, metal fencing, and walls) will be required to be provided to prevent open storage areas and loading areas from being viewed from a public place. This aspect is particularly important for sites adjacent to residential development or visible from the highway.

#### *Advertising and Signage*

The State Environmental Planning Policy No. 64 – Advertising and signage provides guidelines in relation to advertising structures and signage. An advertising strategy

for the site is to be submitted with the development application detailing all proposed advertising signs.

Council recognises that businesses that reside on the Mitchell Highway would intend to take advantage of such highway frontage and advertise their business. Council would like to work with these businesses to create an inviting and clean image to the relevant industrial area while promoting businesses in the Industrial Estate.

### *Waste Removal and Storage*

Provision is to be made for the storage on-site and disposal of all trade waste and refuse. A minimum hardstand area of 3 m by 2.4 m is to be allocated specifically for the storage of on-site waste containers and such area is to be located behind the building line (where possible) and accessible by waste service vehicles.

### *Dwellings in Industrial Areas*

Dwellings are only permitted within an industrial area, where a dwelling can be demonstrated that it is necessary and must be used in conjunction with an approved industry use of the site.

The dwelling must meet the following standards:

- i. Located on the same allotment as the industry to which it relates;
- ii. Must demonstrate that a dwelling is ancillary to the approved use of the site and is required in conjunction with the approved use;
- iii. The use of a dwelling will cease when any approved industrial use ceases;
- iv. Have a maximum GFA of 70m<sup>2</sup>;
- v. The residence component must also be the owner or occupier of the industrial use;
- vi. Maximum number of 2 bedrooms;
- vii. Minimum construction standard required being weather board, pre coloured metal, brick, timber, hard plank type materials, decorative concrete blocks and glazing;
- viii. Minimum facilities and standards are required as per the BCA for a dwelling;
- ix. At least one (1) car parking space must be provided for the exclusive use of the residence and be designated as such;
- x. A clothes drying facility and a private open space area is required to be provided on site at a rate of 50% of the GFA of the dwelling. Such open space areas are to have a minimum depth of five (5) metres and a minimum width of four (4) metres where possible.
- xi. In certain circumstances the use of a dwelling may also cease when the industrial use ceases.

\* Note open space areas do not include areas used for pathways, access, parking and the like.

\*\* Note - A dwelling on industrial land for the purposes of this section does not include a caravan, containers or the like that have been converted for use as a dwelling.

### *Hazardous Industries*

The storage and use of certain chemicals as part of the use of any site may require consideration of the provisions of State Environmental Planning Policy (SEPP) 33 – Hazardous and Offensive Development.

Any development where this SEPP applies should carefully consider the location of the proposed development and consider issues such as existing development of adjoining development, including the location of any dwelling. A site analysis and statement of environmental effects must include evidence that the surrounding development and environment such as creeks and waterways have been considered.

### *Crime Prevention through Environmental Design*

All development proposals on public and private land must incorporate these controls, although aimed at commercial areas, shopping centres, recreational areas and where people may gather or travel, especially after dark.

#### *Crime Prevention Controls*

##### *Lighting*

Lighting is important in crime prevention and personal safety as you can see and respond to what is around you. Lighting ensures people can be seen which reduces the likelihood of criminal activity.

- All areas intended to be used at night should allow for a level of visibility;
- Pedestrian pathways, lane ways and access routes to outdoor public spaces should be lit in accordance with Australian Standard (AS) 1158 – lighting for roads and public spaces and AS 4282 – Control of the obtrusive effects of outdoor lighting;
- Lighting should be directed to access and egress routes rather than towards buildings;
- Lighting should be designed so that it is difficult for vandals to damage the lighting;
- Use of movement sensitive and diffused lights are encouraged where appropriate;
- Avoid or minimize lighting spillage into neighbouring properties (especially where the adjacent site includes residential development) as this can cause nuisance and reduce opportunities for natural surveillance;
- Illuminate areas where intruders may hide thus reducing entrapment spots; and
- Use energy efficient lamps to save energy.

### *Fencing*

Fencing that is too high or made of inappropriate materials reduces the opportunity for casual surveillance of the street and for people on the street to see what activities are taking place on your site.

- Fence design should maximize natural surveillance from the street to the building as well as from the building to the street and minimize the opportunities for intruders to hide; and
- In locations such as along busy roads, or adjacent to a railway line where noise insulation is required, incorporating measures within the building such as double glazing at the front of the building, use double brick at the front and other similar measures is a better option.

### *Car Parking*

Car parks that are poorly designed can discourage use, especially after dark as they can be a dangerous environment for users. Lighting and signage can make these areas safer.

- Car parks should be designed to ensure that passive surveillance is possible and where appropriate incorporate active measures such as cameras and security patrols; and
- Potential entrapment points (places where offenders hide) should be avoided (for example under stairs, blind corners and wide columns).

### *Entrapment Spots and Blind Corners*

Entrapment spots and blind corners provide ideal opportunities for perpetrators of crime to hide and commit crime.

- Pathways should take a direct route and be easily accessible
- Where appropriate, the installation of mirrors allow users to see ahead and around corners;
- Entrapment spots adjacent to main pedestrian routes such as storage areas or alleys should be avoided; and
- Discourage the excuse to loiter through avoiding placement of seats near or adjacent to ATMs, toilets, corridors and isolated locations.

### *Landscaping*

Trees and shrubs are good for beautifying any development, however, when inappropriately located can reduce surveillance opportunities and provide entrapment spots.

- Avoid medium height (1-2 metres) vegetation with concentrated top to bottom foliage. Plants such as low hedges, shrubs, creepers, ground covers and high canopied vegetation are good for natural surveillance;
- Trees with dense low growth foliage should be spaced or the crown raised to avoid a continuous barrier;
- Use low ground cover or high canopied trees with clean trunks;
- Avoid vegetation which conceals the building entrance from the street; and
- Avoid vegetation that impedes the effectiveness of public and private space lighting.

### *Communal/Public Areas*

Communal areas or areas of open space that do not have adequate natural surveillance are a risk to personal safety.

- Waiting areas should be close to areas of active uses and be visible from the building entry; and
- Seating should be located in areas of active uses.

### *Entrances*

The entrance of any development that is not visible from a public area provides an opportunity for criminal behaviour. Entrances to a development need to be clearly visible to ensure users can gain entry expediently.

- Design entrances to allow users to see into buildings before entering;
- Entrances should be easily recognizable through design features and directional signage;
- Minimise the number of entry points;
- Staff entrances, where they must be separated from the main entrance, should maximize opportunities for natural surveillance from the street; and
- Avoid blank walls fronting the street.

### *Referrals*

Where Council receives a Development Application for a large industrial development, the application will be referred to the relevant Crime Prevention Officer of the NSW Police Service. The Officer, trained in CPTED theory, will then look at the application and assess it for perceived crime risk and recommend strategies to reduce the risk of crime. Council will then take into consideration such comments in the assessment of the application.



Entrance sign to the Narromine Industrial Estate

## Industrial Estate Extension (Macquarie Drive)

Council has zoned an extension to the industrial estate, and drafted a subdivision plan for the area. These lots will be released on a staged basis. The concept plan for the lots is shown at the end of this section and mirrors the existing Industrial Estate on the Mitchell Highway, East of Narromine.

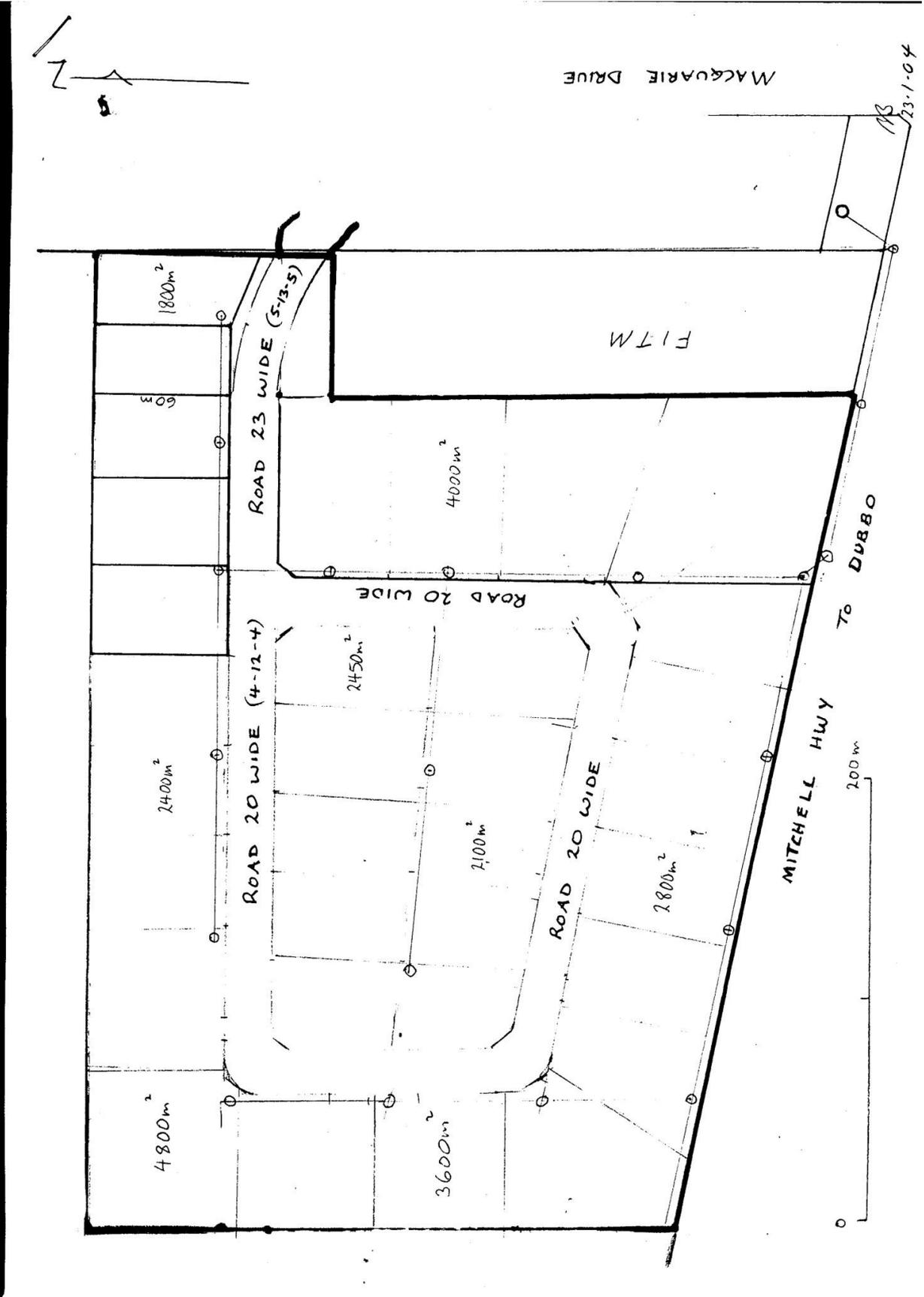
NOTE: this plan is a concept only and may change slightly prior to the final implementation.

Lots with boundaries facing the Mitchell Highway have the following intended design outcomes under this DCP:

- No partly disassembled cars, motorcycles, machinery, trailers etc are to be displayed on these lots between the building on the lot and the highway or visible from the highway.
- Any fully assembled vehicles, machinery, motorcycles, or trailers offered for sale or otherwise on display on the highway are to be located in a logical and neat manner.
- The emphasis on the lots is to portray a neat, well maintained and inviting industrial estate for occupiers, intending occupiers and customers. It has been shown that this kind of presence can limit the opportunity for crime and vandalism.
- Landscaping is to be shown on any plans submitted with an application for development approval and is to be carried out (including any required watering systems) prior to occupation of the building and maintained thereafter.

Lots with boundaries facing the rear of the Estate have the following intended design outcomes under this DCP:

- Buildings are to be located at least 20 metres from the rear property boundary on the Northern side, being common with lot 101 DP 874678.
- Buildings are permitted for use as a light industry as defined in the Narromine Local Environmental Plan 2011, noting the proximity of these lots to the residential zone. Emphasis will be placed on the amenity of the adjacent residential land to the North of these lots.



NARROMINE INDUSTRIAL ESTATE EXTENSION CONCEPT PLANS



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