

# CHAPTER 5.38 WARNERVALE – BUSINESS PARK

## 5.38.1 INTRODUCTION

### 5.38.1.1 Chapter Objective

To provide specific development guidelines for development within Warnervale Business Park

### 5.38.1.2 Land to which this Chapter Applies

This plan applies to all applications for development, including subdivision, for land within Warnervale Business Park as shown edged heavy black in Figure 1.

The land falls within the Warnervale Employment Zone and is the first Stage of development within this area.

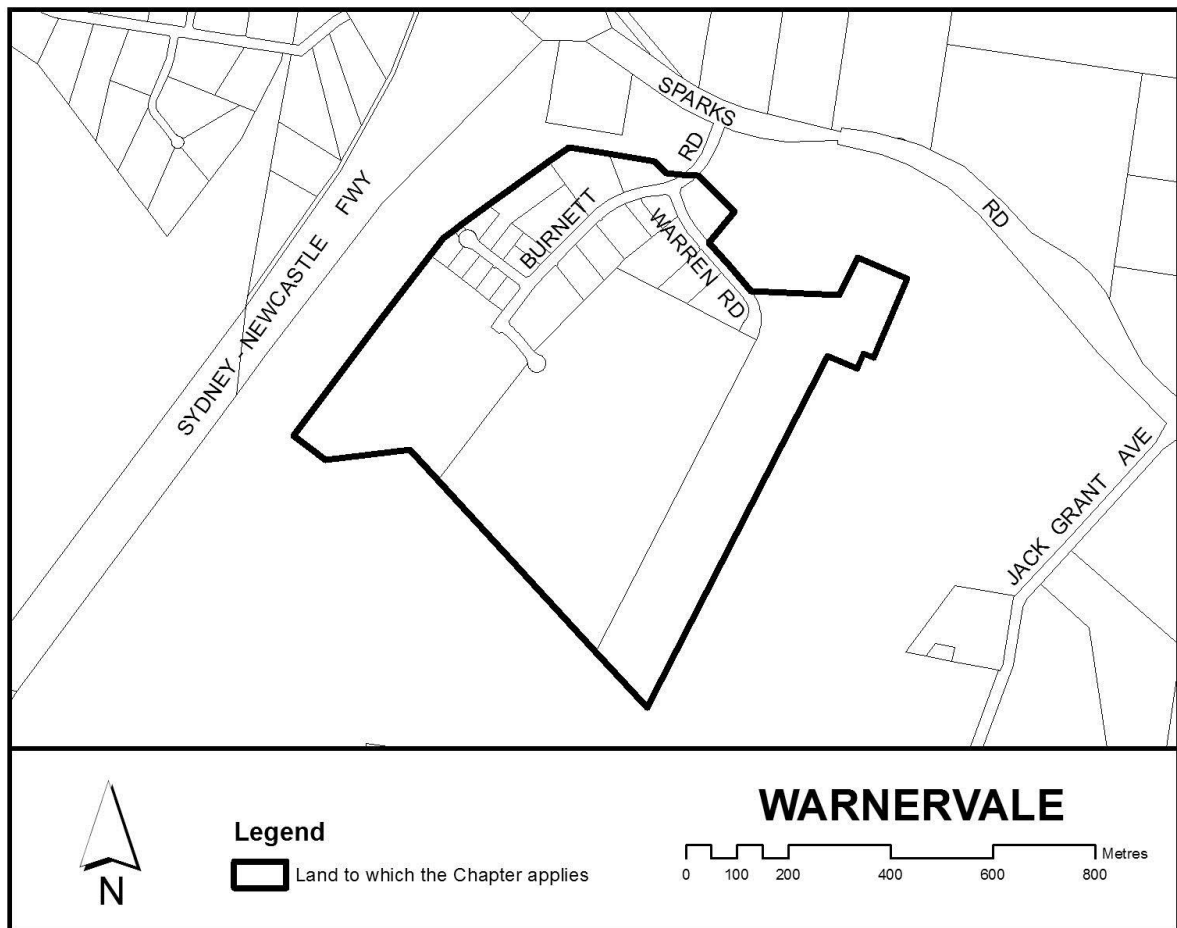


Figure 1 Land in Warnervale to which this Chapter applies

### 5.38.1.3 Relationship to other Chapters and Policies

This Chapter should be read in conjunction with other relevant Chapters of this Development Control Plan and other Policy Documents of Council, including but not limited to:

- Chapter 2.4 – Subdivision
- Chapter 2.5 – Tree and Vegetation Management
- Chapter 2.9 – Industrial Development
- Chapter 2.11 – Transport and Parking
- Council’s Civil Works Specification

## 5.38.2 DEVELOPMENT PRINCIPLES

### 5.38.2.1 Setbacks

#### OBJECTIVES

- To provide for development that is not visually intrusive on the streetscape and to provide an area where landscaping can reduce the scale of a development when viewed from the street
- To provide adequate sight distances for safe traffic movement associated with the use of the land
- To provide adequate setbacks for land adjoining the Warnervale Airport and the environmental corridor adjoining Sparks Road and the M1 Pacific Motorway

#### REQUIREMENTS

- a All buildings shall be setback ten metres from the boundary to the street.
- b The setback area shall only be used for landscaping. Parking areas, outdoor storage areas, utility installations, and services are not allowed within the setback area.
- c Buildings on lots adjacent to the environmental corridor (C2 Zone) are to be setback a minimum of ten metres from the corridor.
- d Any firebreaks and any fire control access track required will be built in the setback area, not in the environmental corridor, and will increase the width of the setback by the width of the track.

### 5.38.2.2 Building Height

#### OBJECTIVES

- To allow building heights which visually integrate with the streetscape
- To allow building heights that are proportional to the shape and size of the land and bulk of the building
- To ensure building heights meet the ‘height restriction’ requirements for the Warnervale Airport
- To ensure buildings will have minimal visual impact from Sparks Road and the M1 Pacific Motorway

## REQUIREMENTS

- a Heights of buildings and all structures are not to exceed the maximum building height standards provided on the Obstacle Limitation Surface map for Warnervale Airport.
- b All buildings and structures on land adjoining the environmental corridor adjacent to Sparks Road and the M1 Pacific Motorway are not to exceed 12 metres.
- c The height of buildings and structures on the remaining land in the business area is not to be visible above the treeline along M1 Pacific Motorway and Sparks Road. Levels will need to be submitted with applications relative to building ridge heights and existing vegetation.

### 5.38.2.3 Design and Construction

#### OBJECTIVES

- To ensure development is designed so it makes a positive contribution to the streetscape
- To ensure development is sympathetic with the surrounding natural environment
- To ensure development at the entry point from Sparks Road creates a sense of entry to the business park
- To ensure development presents a co-ordinated and aesthetic appearance

#### REQUIREMENTS

- a Buildings on land adjoining Sparks Road and the entry road are to be compatible in design including compatible height, setbacks and scale so as to enhance the perception of entry into the business area. Careful treatment is to be given to how buildings address the dual street frontage.
- b Council discourages large buildings with unmodulated blank walls and no variation in architectural treatment. Building designs are to include surface relief or surface patterns which achieve a balance in horizontal and vertical articulation of the facade.
- c Where offices are proposed in a development, these are to be provided along the street frontage of the building.
- d Development facing the airport is to present a unified and co-ordinated design. This could be achieved by consistency in spacing of buildings and incorporation of similar architectural treatments.
- e The design of a building is to have regard to the location of ingress/egress points required by the Building Code of Australia in respect of the outdoor use of the land.

### 5.38.2.4 Materials and Colours

#### OBJECTIVES

- To ensure a high standard of visual quality
- To ensure all structures on a site are consistent in building materials and colours
- To ensure colours of development are compatible with the surrounding natural environment

## REQUIREMENTS

- a Building colour schemes should relate to the surrounding natural environment. In this regard colours should match native vegetation as closely as possible with trim colours drawn from natural elements such as tree trunks or tree canopy.
- b Where a lot contains a number of buildings, a colour scheme should be used to unify all buildings on the lot.
- c Roofing materials are to consist of non-reflective materials. In this regard, zincalume is not permitted.
- d The maximum reflectivity index permissible for any external glazing is 20%.
- e Highly reflective materials including white or off white metal colours are to be avoided.
- f Courtyard and screen walls are to be of the same material and colour as the building facades.
- g The materials of retaining walls should be complementary with the facades of the buildings and designed with a life expectancy of 50 years. If facade details are not known, retaining walls are to be brick or masonry of earth tones.

### 5.38.2.5 Outdoor Storage Areas

#### OBJECTIVE

- To minimise the visual impacts of outdoor storage activities

#### REQUIREMENT

All outdoor storage areas are to be screened by fencing and landscaping. Outdoor storage areas will not be permitted where they can be seen from the M1 Pacific Motorway, Sparks Road, internal roads or the airport. Any proposed storage area is to be clearly defined on the site plan.

### 5.38.2.6 Signs

#### OBJECTIVES

- To ensure that signs do not proliferate to an extent that detracts from the aesthetic quality of the business area and surrounding natural landscape
- To ensure signs are integrated as part of the development compatible with building design and colour schemes
- To ensure the size and scale of signs is in proportion to the size and scale of buildings

#### REQUIREMENTS

- a No signs are to be visible or located in the environmental corridor and setback to the M1 Pacific Motorway or Sparks Road except for one Business Park directional sign for the whole estate.
- b Freestanding signs are restricted to within a zone of 5 metres by 3 metres on either side of the ingress driveway or combined ingress/egress.
- c Freestanding signs for sites or buildings including those with multiple occupancies shall be limited to one structure at the entry to the site as per (b) above.

### 5.38.2.7 Airport Hazard Minimisation

#### OBJECTIVES

- To ensure developments do not increase the potential for birdstrike
- To ensure heights of buildings and structures are not hazardous to aircraft
- To ensure lighting associated with the Business Park is not a hazard to aircraft

#### REQUIREMENTS

- a Food processing with outdoor storage and waste disposal which attracts birds are to be excluded.
- b Surface water ponding which attracts birds is to be excluded.
- c Lighting is to be provided in accordance with the Civil Aviation Authority's guidelines titled *Lighting in the Vicinity of Aerodromes*.

### 5.38.2.8 Total Water Management Strategy

#### OBJECTIVES

- To promote and encourage the conservation and re-use of stormwater run-off
- To minimise the negative impact of stormwater run-off from individual sites on the water quality of Porters Creek and surrounding wetlands system
- To ensure that existing baseline water quality in the Porters Creek Wetland area is not affected by the development
- To ensure the control of business and point source effluent

#### REQUIREMENT

- a Proposed development is to comply with Council's Civil Works Specification.