

Code for Industrial Development

As amended 1 April 2003



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Erratum

Marrickville Code for Industrial Development Parking Space Widths



The information contained in the table of minimum permissible parking bay opening widths provided in the *Car and Bicycle Parking* section (paragraph number 26) of Council's Code for Industrial Development is not consistent with the data provided in Australian Standard AS 2890.1-1993 to which it is attributed. The following table presents this information consistently with the Australian Standard and should be used in place of the table provided in the Code.

***Minimum Permissible Parking Bay Clear Opening Width
Width of Car Parking Spaces***

PERMISSIBLE DRIVEWAY OR AISLE WIDTH	90° PARKING SPACE WIDTH	60° PARKING SPACE WIDTH	45° PARKING SPACE WIDTH	30° PARKING SPACE WIDTH	0° PARKING SPACE WIDTH * **
2.9m				2.5-3.2m	
3.0m				2.3m	6.3m
3.1m				2.1m	
3.3m			3.2m		6.1m
3.5m			2.6m		
3.7m			2.5m		5.9m
3.9m			2.4m		
4.0m		3.2m			
4.3m		2.6m			
4.6m		2.5m			
4.9m		2.4m			
5.0m	3.2m				
5.4m	2.6m				
5.8m	2.5m				
6.2m	2.4m				

Source: AS 2890.1-1993

Note: Minimum aisle width for two way movement is 5.5m.
Two-way aisle movement is only recommended for 90° parking
* Unobstructed end spaces shall be 5.4m
** Add 300mm in cases of obstructed end spaces.

The above table is also provided in *Part B.1.3: Car Parking and Bicycle Storage Rates—Design Criteria* of Council's Development Control Plan No. 19—Parking Strategy.

Disclaimer

Whilst every reasonable effort has been made to ensure that the information provided in this erratum is free from error, Marrickville Council and its employees and agents disclaim any and all liability to any person in respect of any act done or omission made in reliance on the information in this document and any consequence of any such act or omission.

General

1. This Code was adopted by Council on 16th May 1986, vide Item 46, Town Planning Committee, 6/1986 and shall apply to all applications for the erection or change of use of any industrial development within the Area of Marrickville Council (as amended).
2. No dwelling house shall be used for industrial or commercial purposes.
3. The provision of the Local Government Act 1993, as amended, the Environmental Planning & Assessment Act 1979, and the Building Code of Australia thereunder shall apply in all respects where hereinafter not provided for in this Code, and no consent will be given for the erection, alteration, addition or change of use of any industrial development unless such building complies, or will comply when altered, with the provisions of the Acts and the Building Code.

This Code should be read in conjunction with:

- Marrickville Planning Scheme Ordinance
- Marrickville Development Control Plan 19 - Parking Strategy
- The Building Code of Australia

Plans to be submitted with development applications

4. Where a development application relates to the erection or extension of buildings of two (2) or more storeys adjoining residential premises, shadow diagrams shall be submitted. Shadow diagrams are required to show the effect in plan and elevation of any overshadowing of adjoining properties at 9.00 am and 3.00 pm on 22nd June and 22nd March/22nd September. In order to determine this overshadowing it is advised that the 'Sunlight Indicators' referred to in Technical Bulletin No. 13 - Sunlight Indicators, published by the former N.S.W. Planning & Environment Commission be used.
5. Four (4) copies of plans and elevations, are required to be submitted for development applications for change of use and must include plans drawn to scale and accurately dimensioned to describe the floor plan, the siting of buildings in relation to the boundaries and buildings on adjoining land, and the areas to be provided for off-street parking and loading facilities and the access thereto.
6. Four (4) copies of plans and elevations, are required to be submitted for development applications for the erection of a new factory building or alterations and additions, and must include the following:-
 - (i) Plan layout of each floor of the building;
 - (ii) Block plan showing north point and the exact position of the building in relation to the boundaries of the land and buildings on adjoining land;
 - (iii) Coloured elevations showing every side of the development that faces a public thoroughfare;
 - (iv) Detailed block plan showing landscaping (including description of trees and plants to be provided) and car parking and loading facilities;

- (v) All levels shown on the plans to be submitted to Council shall be on Australian Height Datum (AHD). Details of the nearest Permanent Mark and/or State Survey Mark may be obtained from Council's Technical Services Division.

Site Requirements

- 7. Allotments to be developed for industrial purposes shall have a minimum frontage of 20 m and a minimum area of 600 sq.m.
- 8.
 - (i) Any access driveway to a hatchet shaped allotment shall be a minimum width of 6 m.
 - (ii) Such access strip shall not be included in calculating the floor space ratio of any building to be erected, or the minimum site area.
 - (iii) Such access strip shall not be used for the permanent parking of motor vehicles.
- 9. Approval may be given to the development of an existing allotment of lesser dimensions than 20 m. and 600 sq.m. if the allotment remains in isolation.
- 10. Where a new development provides for the erection of a new factory on two (2) or more existing allotments, a condition of any approval will require an application to consolidate the allotments to create one lot under one Title and to be registered with the Registrar-General prior to release of building plans.

Definition of Floor Space Ratio

- 11. In areas zoned Industrial 4(a), 4(b) and 4(c) the floor space ratio shall be 1:1. For the purpose of this clause, 'floor space' includes all wall thickness, ducts, vents, staircases and lift wells, but does not include:-
 - (i) Any car parking space in the building provided to meet the standard required by the responsible authority (but not such space provided in excess of such standards) or any internal access thereto.
 - (ii) Space used for the loading or unloading of goods.
 - (iii) Lift towers, cooling towers, machinery and plant rooms and any storage space related thereto.

Office and showrooms

- 11A. In an industrial building where ancillary offices or showrooms are proposed, the office or showroom area shall not exceed 25% of the total floor space of the premises.

Setbacks

- 12. The minimum building line shall be 13 m. from the centre line of the road (this does not include a service lane at the side or rear of the premises).
- 13. Where the width of the road is such that the foregoing clause does not apply, the minimum setback from the street alignment shall be 3 m. or the fixed building line, whichever is the greater.

Building materials and external appearance

14. Where industrial development abuts:-
 - (i) Any land zoned for residential purposes,
 - (ii) Any premises used for residential purposes, the external walls abutting such development shall be constructed in 230 mm. or 280 mm. cavity brickwork; where such walls abut land zoned for residential purposes, construction shall be in face brickwork.
15. All elevations of a building fronting a public place, or visible from a railway line or public place or proposed county road, shall be constructed of face brickwork or other decorative façade treatment to Council's satisfaction. Consideration should be given to installing windows or false windows in the facade to enable surveillance of the adjoining area or engender a feeling that it is being overlooked (**refer to clause 7.1 of DCP No 38- Community Safety**).
16. Every new development shall be 6 m. side return from the front wall of the building constructed in face brick.
17. All external walls, where located less than 900 mm. from a side boundary, shall be of masonry construction.
18. No service plumbing pipes, other than downpipes for the conveyance of roof water, shall be external to the building or visible to any public place.

Height limit in light industrial zones

19. The height of building within Light Industrial 4(b) zones within the Municipality shall be restricted to a maximum of 8 m. Such height to be calculated as being the distance between the topmost ceiling and natural ground level at any point of the site.

Landscaping

20. A minimum landscaped area of 1.5 m. width, continuous across the front of the property, excluding driveways, shall be provided. This width shall be increased to 2 m. where the site exceeds 600 sq.m. and to 3 m. where the site exceeds 1,000 sq.m.

The landscaping is to enhance the appearance of the building and car parking areas without creating opportunities for concealment (**refer to clause 7.6 of DCP No 38- Community Safety**).
21. Applicants are advised that Marrickville Local Environmental Plan No. 114 provides the regulatory framework for the preservation of trees within the Marrickville Council area. Council's approval must be obtained prior to the removal of any existing trees. A copy of the LEP is available from Council's Development and Environmental Services Section.
22. In accordance with Council's Development Control Plan No. 1 - Landscape Control Plan a bond shall be lodged with Council prior to the approval of the landscaping plans as surety for the satisfactory implementation and maintenance of the landscaped works.

The bond fee is at the following rate:

\$22.00 fee (not refundable) per metre of street frontage for street planting, PLUS a minimum \$500 or \$30.00 per metre frontage (whichever is greater) for bond.

Upon the completion of such landscaping (including the 26 week maintenance period) as approved by Council, an application in writing by the applicant is required to be made to Council for the refund of the bond.

Car and bicycle parking

23. (i) No car parking is to be located within any proposed industrial building.
- (ii) Bicycle parking/storage and facilities (showers and lockers) must be provided in accordance with the requirements in Parking Strategy DCP No. 19.
24. Car parking shall be provided at the rate of one space, 5.4 m. x 2.5 m. x 2.3 m. high, per 90 sq.m. of floor space (with the exception of premises to be used for panel beaters, car repairs stations or the like, see Clause 36). One (1) truck space per 800m² gross floor area up to 8,000 m² gross floor area plus one (1) truck space per 1,000 m² thereafter (all spaces adequate for trucks).
25. Block parking of vehicles will not be permitted, and any car parking layout is to be to the satisfaction of Council and to comply with **DCP No 19- Parking Strategy** and **DCP No 38- Community Safety** (Part 7.0).
26. The accessways provided for ingress and egress of vehicles to and from the parking bays shall include any area necessary for manoeuvring vehicles into or out of a parking bay or for turning vehicles to ensure that they are driven forward when crossing Council's footways.

Parking Strategy DCP No. 19 provides details regarding standard dimensions of driveways. An extract is provided as set out hereunder:-

MINIMUM PERMISSIBLE PARKING BAY CLEAR OPENING WIDTH
WIDTH OF CAR PARKING SPACES

Permissible Driveway Aisle Width	90° parking space width	60° parking space width	45° parking space width	30° parking space width	0° parking space length * **
2.9 m				2.5-3.2 m	
				2.3 m	6.3 m
3.0 m				2.1 m	
			3.2 m		6.1 m
3.1 m			2.6 m		
3.3 m			2.5 m		
3.5 m			2.4 m		5.9 m
3.7 m		3.2 m			
3.9 m		2.6 m			
4.0 m		2.5 m			
4.3 m		2.4 m			
4.6 m	3.2 m				
4.9 m	2.6 m				
5.0 m	2.5 m				
5.4 m	2.4 m				
5.8 m					
6.2 m					

Source: AS 2890.1-1993 Off-Street Car Parking

Note:

Minimum aisle width for two way movement is 5.5 m

Two-way aisle movement is only recommended for 90° parking

* Unobstructed end spaces shall be 5.4m

** Add 300 mm in cases of obstructed end spaces

27. With respect only to existing development, Council may consider the provision of hard standing off-street parking for vehicles within the building, except where that building is to be used in connection with food products. Any work required to be carried out with respect to internal parking is to be completed, inspected and approved by Council prior to use or occupation of the building and before issue of formal consent for the proposed use.

Driveways

28. A maximum driveway opening of 6 m. will be allowed for each 24 m. of street frontage, however the total length of driveway opening shall not exceed one-fourth of the street frontage.

Loading and unloading facilities

29. Each industrial site shall be provided with at least one loading dock for loading and unloading purposes, such space to be a minimum of 7.5 m. x 3 m. and so sited that this activity can be conducted wholly behind the building line of the premises.
30. Access for off-street parking shall be heavy duty vehicular crossings across the footpath, to be constructed by the Council at either the applicant's or owner's expense. The area from the street alignment to, and including, the actual parking area shall be suitably paved to Council's satisfaction, such to be executed concurrently with the development and prior to use or occupation of the building.

Occupation of building

31. A new building shall not be occupied without the prior consent of Council.

Special considerations

32. Special consideration will be given to any application which includes a departure from one or more clauses of this Code, and approval to such application will be given only if it is considered that the aims of the Code will be achieved.

Multiple occupancy

33. Where a factory is to be erected for multiple occupancy, the additional minimum requirements shall apply as follows:-
- (i) Each unit area shall be 300 sq.m.
 - (ii) Contain separate loading facilities as set out in this Code.
 - (iii) Each unit shall, if strata sub-division is proposed, be separated from all other units by masonry walls extending to the underside of the roof and such walls to be constructed as 'party walls'.

- (iv) Consideration shall be given to the provision of car parking in a communal car park allocated to particular units and created as part lots to particular units in a strata sub-division.
- (v) Where such units are located one above the other, each floor shall be of concrete construction, and all other requirements of this clause shall apply.

Storage

34. All open storage areas to be so located or screened so as to be not visible from any public place and clearly defined on plan application. Screening shall utilise lattice or other surveillance enhancing materials.

Signage

35. (i) Any sign to be erected upon any industrial building or in any industrial zone shall not exceed 5 sq.m. in area; one sign only per 50 m. of street frontage may be erected.
- (ii) No sign shall stand higher at any point than the roof line of the building to which it is affixed.
- (iii) No free-standing sign shall be higher than 7.5 m. above natural ground level.
- (iv) The following information only may be displayed on any sign erected:-
- Name
 - Type of Business
 - Products
 - Company symbol

Panel beaters, car repair stations and the like

36. The following requirements apply to premises proposed to be used for panel beating, car repairs or associated activities:-
- (i) A minimum site area of 600 sq.m. be required with a minimum frontage of 18 m.
 - (ii) Car parking spaces to be provided on the following basis as required under Parking Strategy DCP No. 19:

PANEL BEATERS, SPRAY PAINTERS AND THE LIKE

1 space per 40 m² with a minimum provision of ten (10) spaces.

CAR REPAIR STATIONS

4 spaces/work bay
plus 1 space per two (2) employees, with a minimum of ten (10) spaces.

Such spaces to be provided between the front of the premises and the street alignment. No required off-street parking will be permitted within the building.

- (iii) Such development not be permitted where it is considered the development would lead to an increase in traffic hazard or congestion in the area or could result in a loss of amenity to adjoining dwellings or residential areas due to noise, vibration, dust or smell, emanating from the premises.
- (iv) Tow truck operations not to be carried out from any site.
- (v) Special consideration to be given to any parts of the premises proposed to be used for spray painting.
- (vi) Adequate loading and unloading facilities being provided on site.

Development adjoining Alexandra Canal

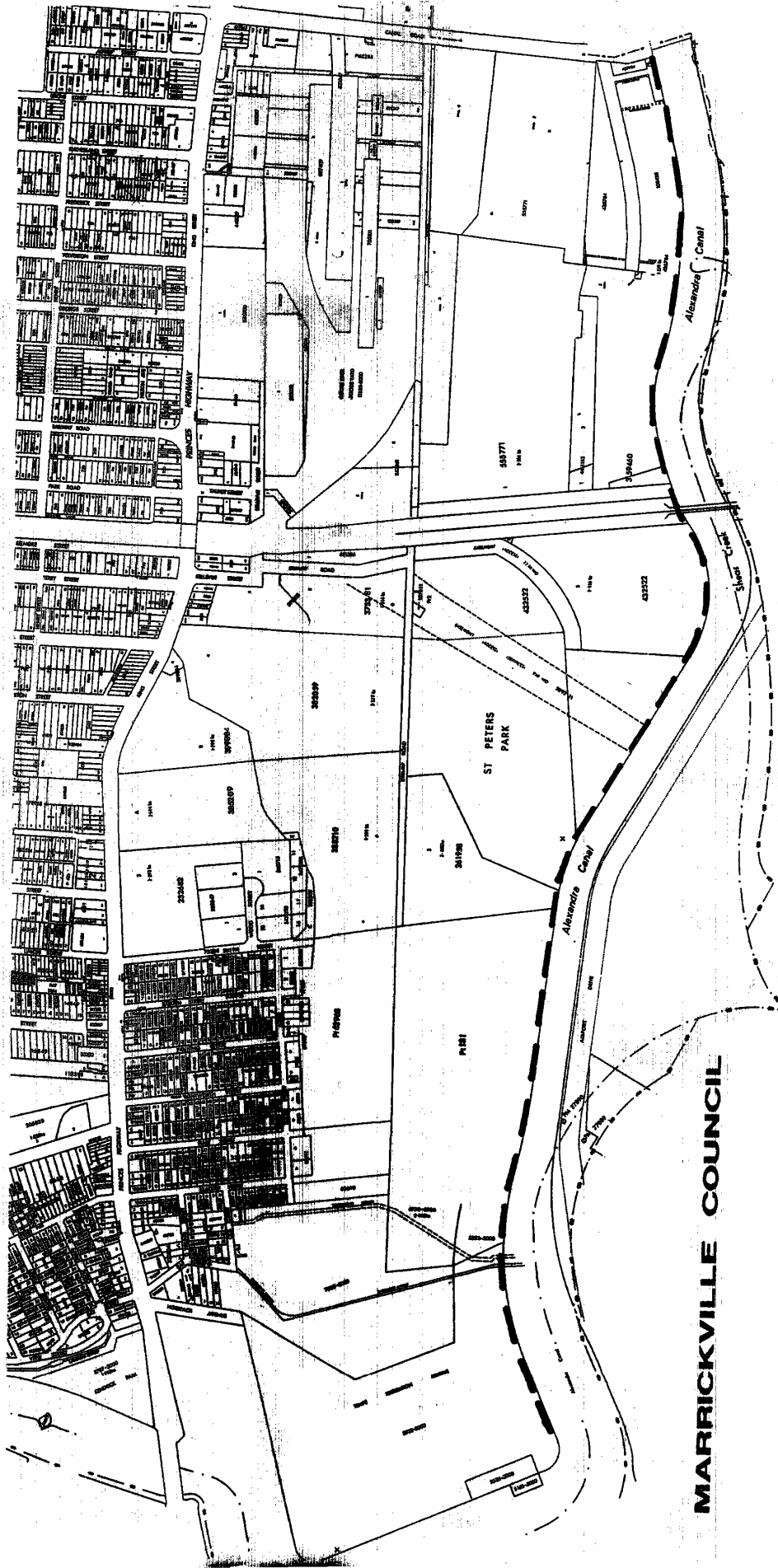
37. Clause 41 of the Marrickville Planning Scheme Ordinance allows Council to fix a foreshore building line. Council resolved to fix a foreshore building line for all land fronting Alexandra Canal (Shea's Creek) fixed at 10 metres from the property boundary of this land and the canal as shown on figure 1.

The purpose of the building line is to provide pedestrian and bicycle access along Alexandra Canal and to provide opportunities for improvements to the visual amenity of the area as redevelopment occurs.

The land between the canal and the building line is to be landscaped and not used for car parking, storage or any other use without Council's consent. Landscaping should not create opportunities for concealment or reduce natural surveillance between the canal and the buildings (**refer to clause 7.6 of DCP No 38-Community Safety**).

To enhance the visual amenity of the canal and its foreshore, the elevation of the building which fronts the canal shall be constructed of face brickwork or other decorative façade treatment to the satisfaction of Council. Where possible these facades should include windows and design treatments such as balconies to encourage interaction between the new development and the canal and to enhance community safety.

FORESHORE BUILDING LINE - ALEXANDRA CANAL (SHEA'S CREEK)



--- 10m BUILDING ALIGNMENT FIXED BY COUNCIL RESOLUTION OF 2/5/95.

Pursuant to the provisions of Clause 41 of the Marrickville Planning Scheme Ordinance Marrickville Council fix a foreshore building line for all land fronting the Alexandra Canal (Shea's Creek) fixed at ten (10) metres from the property boundary of such land and the canal as shown on Plan map.

Safety and Security

38. Sensible design and operation of buildings and spaces can contribute significantly to crime prevention by providing environments where people feel safe and conversely potential offenders are discouraged from committing crime. The design approach used to achieve this is often known as Crime Prevention Through Environmental Design or CPTED, and is a concept which has been embraced by Government at all levels. CPTED seeks to influence the design of buildings and places by:
- increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture
 - increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended
 - reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
 - removing conditions that create confusion about required norms of behaviour.

There are four (4) basic principles of CPTED are applied to reduce the opportunity for crime and enhance community safety. These principles form the basis of Council's Development Control Plan No 38- Community Safety.

Note: Applicants must refer to the detailed controls under DCP 38 in preparing a development application.

The four principles for CPTED are as follows:-

(i) Surveillance

This principle follows the belief that the attractiveness of crime can be reduced by providing opportunities for effective surveillance, both natural and technical. In short, good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others and would be offenders are often deterred from committing crime in areas with high levels of surveillance. **Refer to clauses 7.1 to 7.9 of Development Control Plan No 38—Community Safety.**

(ii) Access Control

Access control involves the use of physical and symbolic barriers to attract, channel or restrict the movement of people in order to make it clear where people are permitted to go or not go. Barriers minimise opportunities for crime and increase the effort required to commit crime (DUAP, 2001:5). On the contrary, illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. **Refer to clauses 7.10 to 7.13 of Development Control Plan No 38—Community Safety.**

(iii) Territorial Reinforcement

Territorial reinforcement follows the belief that people usually protect territory that they feel is their own and have a certain respect for the territory of others. Fences, paving, art, signs, good maintenance and landscaping are some physical ways to express ownership. Identifying intruders is much easier in a well-defined space. Furthermore, an area that looks protected gives the impression that greater effort is required to commit a crime. A cared for environment can also reduce the fear of crime (see Space Management below). **Refer to clause 7.14 of Development Control Plan No 38—Community Safety.**

(iv) Space Management/ Maintenance

Space management and maintenance is linked to the principle of territorial reinforcement and involves ensuring that space is appropriately utilised and well cared for. Space

management and maintenance strategies could include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of faulty or broken pedestrian and car park lighting and the removal or refurbishment of old or destroyed physical elements.

Space management/ maintenance can be a difficult matter to assess at the development application stage since it relies mainly on behavioural approaches to maintaining spaces rather than design details shown on plans. However Council is increasingly requiring certain types of developments to submit as part of an application, a Plan of Management (POM) which outlines a commitment towards the ongoing maintenance and management of spaces and security arrangements for a site. **Refer to clauses 4.15 and 4.16 of Development Control Plan No 38—Community Safety.**

List of Amendments to the Code

- Adopted by Resolution of Council on 5.6.1967
- Amended 8.8.1967 (Clause 6, 10, 12 and 14)
- Amended 25.11.1969 (Clause 10 and 11)
- Amended Item 41, W.T. Pt.1 22/71 (Clause 5)
- Amended Item 50, T.P. 19/74, 55-6.11.1974 (Clause 11)
- Amended Item 4(5) Fin. 15/79 (P. & R. Committee 28.8.1979)
- Amended Item 4(6) Fin. 15/82 (P. & R. Committee 7.9.1982)(Clause 27)
- Amended Item 33, T.P. 17/82, 5.10.1982 (Clause 27)
- Amended Item 37, T.P. 13/85, 22.10.1985 (Clause 27)
- Amended Item 46, T.P. 5/86, 29.4.1986 (Clause 27)
- Amended Item 46, T.P. 6/86, 16.5.1986 (Clause 24 and 36)
- Amended Minute No. 1083, Special Meeting of Council, 8.12.1987 (Clause 27)
- Amended Item 17, T.P.T. 12/88, 16.9.88 (Clause 4 and 6)
- Amended Special Meeting of Council, T.P. 16/88, 13.12.1988 (Clause 27)
- Amended Item 1, T.P.T. 1/89, 7.2.1989 (Clause 7 and 9)
- Amended Minute No. 1309, Special Meeting S.4/89, 6.12.89 (Clause 27)
- Amended Special Meeting S.2/92, 8.12.92 (Clause 27)
- Amended Council Meeting 12/95, Item PS 9 held on 12th December, 1995 (Clause 37)
- Amended by Council at its Development and Environmental Services Committee Meeting No. 4/96 held on 7th May 1996.
- This code was amended on the basis of the resolution of Council on 7th May 1996.
- This code was amended on the basis of the resolution of Council on 1st April 2003.