

STRATEGIC PLANNING

DRAFT **Randwick** **Development** **Control Plan** **C10 Industrial** **areas**

D04579855

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1. Introduction

This DCP section applies to applications for new development, redevelopment, alterations, additions and changes of use in E4 General Industrial zoned land under Randwick LEP 2012 and IN1 General Industrial under the Transport and Infrastructure SEPP, that is located within the Randwick Local government area. Figure 1 shows the location of the two zones.

This section of the DCP should be read in conjunction with:

- Part A – Introduction
- Part B - General Controls which include *B13 Noise management*
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

To the extent of any inconsistency between this section, and any other DCP sections, this section will prevail.

Note

All development within Port Botany and the adjacent IN1 zone is covered by Transport and Infrastructure SEPP 2021 and Randwick LEP 2012 does not apply.

1.1. E4 General Industrial Zone

The NSW Government's Employment Zone reforms which came into effect in April 2023 introduced new zone structures to increase flexibility in the range of permissible land uses in the industrial zones and support employment growth across Sydney. Under the Randwick Local Environment Plan the IN2 Light Industrial zone was translated to E4 General Industrial.

As a result, this new E4 General Industrial zone permits the following additional land use types previously not permissible within the IN2 Light Industrial zone: freight transport facilities, general industries, industrial retail outlets and local distribution premises. Definitions for these land use types can be found in the Randwick LEP 2012 Dictionary <https://legislation.nsw.gov.au/RLEP>.

Note

Hours of operation in the E4 zone are controlled under the Exempt and Complying Codes SEPP 2008 - Clause 2.46C of the SEPP permits 24-hour operations.

1.2. Delegated Authority for IN1 zoned Land

On 9 May 2025, the Department of Planning, Housing and Infrastructure notified the Council that it had approved the delegation of the Department's planning authority functions relating to Development Control Plans (DCPs) to Council in accordance with Division 3.6 of the Environmental Planning and Assessment Act 1979.

This delegation applies to land within Randwick City Council that is subject to Chapter 5 of the State Environmental Planning Policy Transport and Infrastructure 2021 (old Three Ports SEPP). This delegated land is zoned General Industrial IN1 under the SEPP (purple shaded area in Figure 1 below). The delegation does not apply to the Lease Area, Special Activities Zone SP1 (shaded in yellow). This General Industrial IN1 zone within the Randwick LGA is composed of

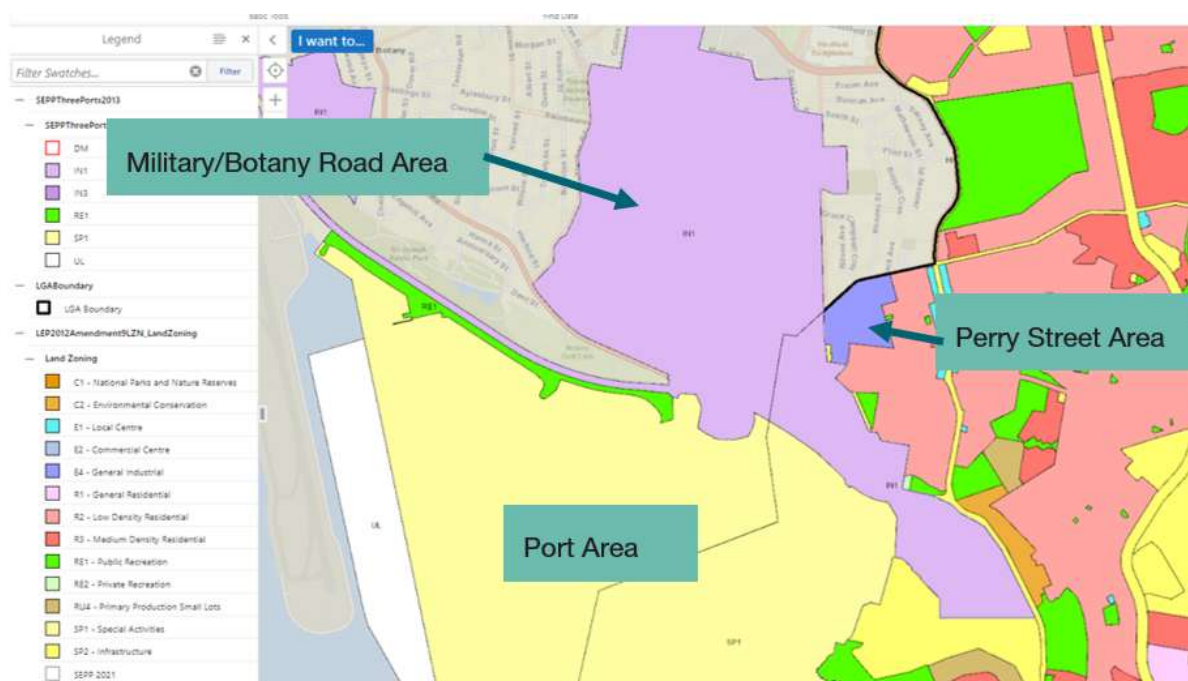
68.94 hectares which is significantly larger than the 12.78 hectares of General Industrial E4 zoned area under Council's Local Environment Plan.

Council is already the consent authority for land within the General Industrial (IN1) zone. The inclusion of Part C10 of the DCP allows Council to introduce additional provisions to ensure development applications appropriately address potential environmental impacts – such as amenity, traffic, parking, light spill, water quality and incorporate measures to mitigate impacts on adjoining residential areas and the public domain.

1.3. Industrial precincts

The industrial area located within the Randwick Local Government Area (LGA) boundary has two distinct precincts which allows for a diversity of lot types, industrial uses and business operations. These two areas are illustrated in Figure 1.

Figure 1: Industrial precincts map



Source: Randwick City Council 2022

Perry Street Area

The Perry Street Area E4 zone – General Industrial precinct is characterised by small and single lot industrial uses that primarily cater to local industries, such as wholesale food distributors, and transport. The future desired character for the precinct is to maintain a range of small and medium size lots (including strata buildings) to continue to cater for smaller industrial operations. Managing the residential interface is also important.

This E4 zone serves as a transition buffer area between the intensive port operations and the surrounding low density residential area. Land uses within the zone should be strategically managed to provide a graduated transition, ensuring the interface area is sensitive to, and respectful of, the adjacent sensitive land uses.

Council has implemented a range of measures to mitigate the impacts of industrial operations on the residential area, including designation of Perry St with a vehicular weight restriction of 3.4 tonnes. Additionally, the current traffic conditions at the Perry Street/McCauley Street intersection incorporates a traffic island, effectively preventing heavy vehicles from accessing the street.

The Botany Road/Military Road area

The Botany Road/Military Road area zoned IN1 – General Industrial under the Transport and Infrastructure SEPP is characterised by medium to large lots. The desired future character of the precinct is to retain these large lots and discourage strata and small lot subdivision in order to support the continued accommodation of large-scale and port related industrial activities.

Port Botany Area

The Port Botany Area is zoned SP1 under Transport and Infrastructure SEPP will continue to support port and related industries that require large allotments and convenient access to major roadways and rail transport infrastructure.

Notes

Port Botany

Port Botany is one of Australia's most critical gateways and plays an important role in the NSW economy, contributing \$10.7 billion to NSW Gross State Product annually. The port is the second largest container port in Australia and container volumes are forecast to more than triple by 2056. It is estimated that 42% of all goods in a Sydney household are imported in containers through Port Botany. The port manages around one-third of the nation's container volumes and a significant portion of the state's fuel supply.

[Port Botany Landside Improvement Strategy 2023](#)

Objectives

The objectives for this DCP chapter are to:

1. Preserve the Randwick LGA core industrial zoned land at Matraville to meet the current and future industrial needs of the city.
2. Ensure land use compatibility by maintaining small allotments within the Perry St Area and larger lots within the Botany Rd/Military Rd and Port Botany areas.
3. Encourage light industrial land use types suitable for residential interface areas.
4. Facilitate industrial development that produces a range of goods and services and employment opportunities, without adversely affecting the amenity, health or safety of the nearby residential areas.
5. Ensure industrial development does not pollute or affect the surrounding land, water or environment.
6. Ensure that new industrial development does not increase the cumulative risk of industrial hazards or its impact on surrounding properties.
7. Allow certain non-industrial uses which serve the daily needs of the workforce in the industrial areas,.
8. Protect the viability of business zones by ensuring that commercial uses, such as stand alone offices are not permitted in the industrial area unless they are a minor component of an associated industrial land use.
9. Support existing and encourage new artisan food and drink industries that supply this distribution of these foods to the eastern suburbs region.

Notes

The National Heavy Vehicle Regulator NHVR manages road access and permits for heavy vehicle journeys. It was formed through an agreement between the Australian, New South Wales, Queensland, Victorian, South Australian, Tasmanian and Australian Capital Territory governments. The Heavy Vehicle National Law (HVNL) came into effect in New South Wales in 2014. The NHVR work directly with road managers - state and territory road authorities and local government - to coordinate the application process and issue permits.

They manage access and permits for restricted vehicles including B double Trucks and articulated vehicles.

See the National Heavy Vehicle Regulator National Network Map for approved routes.

Large, restricted access vehicles including B doubles and articulated vehicles must utilise approved B Double approved routes.

[Port Botany Landside Improvement Strategy 2023](#)

2. Development Adjoining Residential Zones

Objectives

The objective for industrial development adjoining residential zones is to:

1. Ensure industrial development does not unreasonably impact upon adjoining residential areas.

Controls

- a) The proposed building is to be sympathetic to the height, scale, siting and character of existing adjoining and/or nearby residential development.
- b) Solar access to the windows of habitable rooms and to the majority of private open space of adjoining residential properties must be substantially maintained or achieved for a minimum period of 3 hours between 9.00am and 3.00pm at the winter solstice (June 22).
- c) Windows facing residential areas must be treated to avoid overlooking of private open space or private windows.
- d) All mechanical plant and equipment (including air conditioning units, compressors, generators, and similar infrastructure) must be located away from adjoining or nearby residential properties.
- e) Where equipment cannot be fully separated from sensitive land uses, appropriate acoustic insulation and visual screening must be provided.
- f) If operating noise levels of plant and equipment are proposed outside the hours of 7.00pm and 10.00pm, the applicant may be subject to a merit based assessment which may need to be supported by an Acoustical Engineers' report.
- g) Development should be designed and operated to avoid causing nuisance or amenity impacts to surrounding residential areas, including but not limited to those arising from operating hours, vehicle movements, parking, headlight glare, security lighting, and similar sources.

3. Building design

Explanation

Good building design and appearance can ensure a high level of amenity and enhance the attractiveness of the streetscape. Through high aesthetic standards, industrial buildings can be designed to provide and maintain a suitable level of visual, acoustic and environmental quality.

Objectives

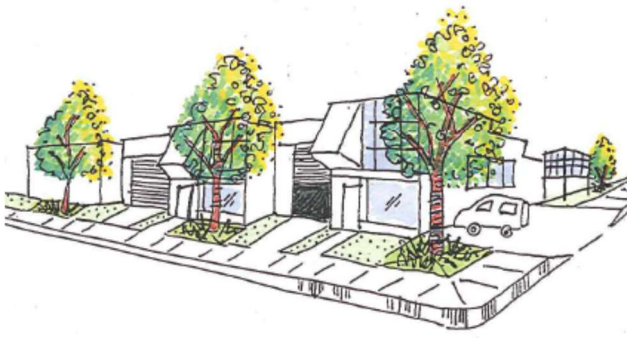
The objectives for building design are to:

1. Ensure the form and scale of development enhances the streetscape and visual quality of the area.
2. Achieve high quality, innovative and sustainable design for industrial buildings.
3. Utilise materials and construction methods to mitigate noise and visual impact to adjoining areas, particularly residential areas.

Controls

- a) Building mass and scale should make a positive contribution to the streetscape and compliment the predominant character of the adjoining area
- b) Building form is to provide visual interest through an articulated façade, such as
 - i. projecting wall elements, shading devices and a variation in texture / finishes / materials.
 - ii. Building entries should be clear with windows facing the street.
- c) Avoid bulky roof forms or extensive blank facades in a single material or colour, particularly when visible from the public domain
- d) Roof design must be incorporated in the overall building design
- e) Any metal roof sheeting should be pre-painted (e.g. Colourbond) to limit the level of reflection and glare
- f) Building entrances should be clearly defined, well-articulated a through form, materials and colour
- g) Provide level or ramp access to entrances and waiting areas
- h) Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%. The use of non-reflective glass should also be considered.
- i) To promote casual surveillance, office components of an industrial development should be located at the front of the property with windows and entrances facing the street, with the warehousing or industrial use set behind.
- j) Buildings should maximise energy efficiency, through measures such as the use of high efficiency lighting systems, insulation, natural ventilation and lighting, and low embodied energy materials (see ecologically sustainable development (ESD) requirements in Part B4 of this DCP).
- k) Open storage areas shall not be visible from any public place and be clearly defined on plan in the development application.

Figure 2: Example of good building design



Sources: Randwick City Council 2022

4. Setbacks

Explanation

This section on building setbacks relate to new buildings only. Building setbacks play an important role in industrial zones. A building set back from the street ensures space for landscaping, contributes to streetscape consistency, and mitigates the bulk and scale of industrial development. Side Setbacks also provide a transitional area or buffer to adjoining land uses.

Objectives

The objectives for setbacks are to:

1. Minimise the adverse impacts such as including noise, air quality and odour impacts of development and buildings on the surrounding area by providing a buffer to adjoining land uses.
2. Encourage development that is in keeping with the streetscape characteristics and ensures a positive streetscape environment.

Controls

- a) The front setback of an industrial building must respond to the dominant street setback. Where there is no dominant setback or on large frontages, setbacks will be addressed on a case-by-case basis.
- b) All front setbacks are to comprise soft landscaping to provide a high-quality street presence. Front setbacks are not to be used for storage or display of goods, excessive signage, loading/unloading areas and large areas of car parking.
- c) Where the development adjoins non-industrial uses, a minimum side and/or rear setback of 5m is required to the affected boundary.
- d) A minimum side and rear setback of 4m is required in all other cases.
- e) No buildings, structures, car parking, storage or vehicle manoeuvring areas are permitted
 - i. within a minimum 6m wide area adjoining the Sydney Water heritage listed Bunnerong canal.
- f) Setbacks are to maximise the retention of existing trees and their root systems and may need to be varied to achieve this.
- g) Landscaping setbacks are to be free from overhangs, hard elements such as paths, ramps and driveways

For ease of use, these minimum setbacks controls are summarised in the table below:

Boundary	Landscape Setback (minimum)	Building Setback (minimum)
Frontage to a classified road	4 metres	9 metres
Frontage to a local road	3 metres	9 metres
Side boundary -	5 metres	5 metres

Boundary	Landscape Setback (minimum)	Building Setback (minimum)
residential use		
Side boundary - non-residential use	4 metres	4 metres
Rear boundary – residential use	5 metres	5 metres
Rear boundary - any other use	4 metres	4 metres
Canal boundary	6 metres	10 metres

Note

Bunnerong Stormwater Channel No 11 Sydney Water Heritage Item 4570016

The Bunnerong stormwater drainage canal is listed as a local heritage item under the Sydney Water heritage register (s.170 NSW Heritage Act). The Bunnerong Stormwater drainage system is of historical significance as it was constructed predominantly by the Public Works Department between 1930-1935 as part of the Depression-era Unemployment Relief Program. The project was funded through the Prevention and Relief of Unemployment Act 1930. The Bunnerong Stormwater Channel originally drained an area of 674.6 hectares and was one of many channels authorised to improve drainage across Sydney. It is a representative example of Sydney Water's stormwater channels from this period and is substantially intact. The system's operational curtilage covers its bed, walls, and coping, while its visual curtilage varies with surrounding land uses. [Sydney Water website info](#)

5. Landscaping

Explanation

Well landscaped areas can enhance the visual appearance of a development and be used to create an attractive and sustainable environment. Landscaping contributes to creating a pleasant working environment for employees and visitors. Landscaping creates a buffer for industrial development from other land uses and plays a key role in screening and softening visually dominant industrial buildings and signage.

Objectives

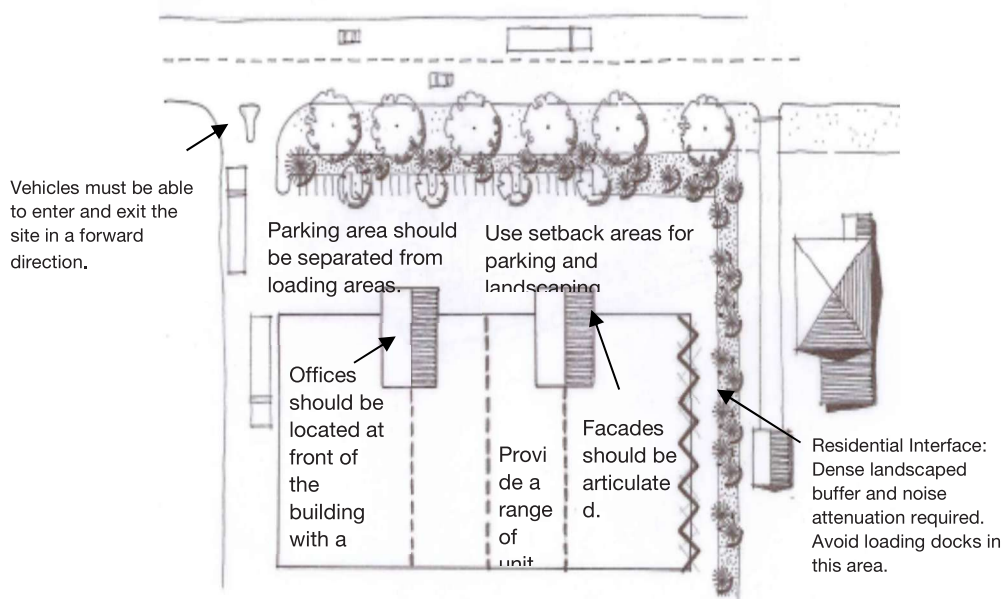
The objectives for landscaping are to:

1. Improve the environmental and visual amenity of industrial areas.
2. Integrate building design, car parking and service facilities with landscaping.
3. Ensure the provision of accessible and useable open space for the use of employees.
4. Encourage the planting of indigenous, native and low water consuming plants and trees.
5. Assist stormwater management by maximising permeable areas.

Controls

- a) A minimum of 10% of the development site shall be landscaped.
- b) Landscaping must be planned and designed to improve the environmental and visual amenity of industrial areas.
- c) Building design, car parking and service facilities must be integrated with landscaping.
- d) Ensure the provision of accessible and useable open space for the use of employees.
- e) For sites in excess of 1,000m², an outdoor staff recreation area must be provided composed of a minimum of 16m², with a minimum width of 3 metres;
- f) A minimum of 60% of the plantings should be composed of indigenous native species as specified in Appendix B4, as well as low water consuming plants and trees.
- g) To assist stormwater management hard stand and non-porous surfaces must be minimised.

Figure 3: Landscaping design



Source: Randwick City Council 2022

6. Parking and access

Explanation

Car parking, access and loading/servicing areas can occupy a large proportion of an industrial site. This subsection provides objectives and controls to guide their suitable design and layout.

Objectives

The objectives for parking and access are to:

1. Ensure the safe and efficient movement in and out of an industrial development.
2. Ensure the development incorporates sufficient on-site car parking to accommodate parking demands.
3. Create attractive, safe and well-integrated car parking and circulation areas throughout the development.
4. Ensure the provision of adequate separate loading/unloading areas that minimise impacts on nearby residential areas
5. Ensure that cyclist and pedestrian needs are considered in an industrial development.

Controls

- a) All vehicles should enter and leave the site in a forward direction.
- b) Vehicle movements within servicing areas should be designed to minimise reversing requirements or otherwise demonstrate design measures to maximise safety and minimise need for vehicle alarms/beepers.
- c) Loading and unloading facilities and the majority of car parking should be located along secondary road frontage where an alternative road access exists
- d) The separation of service areas (loading/unloading) and parking areas is required. Service areas are to be located and designed to ensure safe and convenient usage.
- e) Service areas including waste, recycling areas and external storage areas are to be located away from principal street frontages and screened from view.
- f) All loading and unloading operations are to take place wholly within the confines of the site at all times.
- g) Provisions should be included for loading docks, car parking spaces and access driveways to be kept clear of goods at all times. These areas are to be physically line marked and for the sole use of delivery vehicles. Conditions of consent should stipulate that under no circumstances are these areas to be used for the storage of goods and waste materials.

Notes

Reference should be made to RMS's Guide for Traffic Generating Development.

Parking rates should be provided in accordance with B7 Transport, Traffic, Parking and Access section of this DCP.

Traffic Impact Assessments should be completed in accordance with Guide to Transport Impact Assessment (GTIA), TS 00085 v1.1 – published September 23, 2024; effective November 4, 2024

Notes:

Loading facilities must comply with the current RTA “Guide to Traffic Generating Developments” and AS 2890.2.

Bicycle lockers and rails/racks are to be provided in accordance with Australian Standard 2890.3-1993 Bicycle parking facilities.

7. Light

Explanation

Lighting should be managed so as not to create a nuisance to nearby development, residential areas and/or traffic. Light spillage can be managed through design considerations to maintain the amenity of adjoining land whilst still meeting adequate illumination for safety.

Notes

Lighting should also address the principles of Crime Prevention through Environmental Design (CPTED) to ensure safety and security in industrial areas.

Reference should also be made to the Industrial Noise Policy (NSW EPA, 1999) which aims to balance the need for industrial activity with the desire for quiet in the community. Noise emissions are to comply with this policy.

AS/NZS 2293 Series: These standards outline the requirements for emergency lighting and exit signs, ensuring that buildings have adequate illumination during emergencies to facilitate safe evacuation.

Objectives

The objectives for lighting are to:

1. To illuminate parts of the site for security reasons and to provide increased safety.
2. To ensure lighting does not detract from the appearance of the development or amenity of the locality.
3. To provide correct lighting orientation and minimise overspill lighting.

Controls

- a) Light sources should be directed away from adjoining properties, particularly residential uses.
- b) External lighting to the premises must be designed and located so as to minimise light-spill beyond the property boundary or cause a public nuisance.

8. Water quality

Explanation

The management of stormwater runoff is important to protect Randwick City's natural waterways and the environment.

Objectives

The objectives for stormwater and water quality are to:

1. To manage stormwater quality and quantity and minimise stormwater discharge on adjoining properties.
2. To minimise surface water runoff.
3. To prevent ground water contamination.
4. To encourage on site stormwater collection and recycling.
5. To minimise disturbance to existing drainage patterns.
6. To minimise the risk and impact of flooding.

Controls

- a) Disturbance to the existing drainage pattern should be minimised where possible.
- b) Applicants should demonstrate adequate measures during construction to ensure that erosion/sedimentation during construction is minimised. Revegetation and soil stabilisation measures will be implemented promptly upon completion of construction.
- c) Address all requirements in Council's Private Stormwater Code.
- d) An emergency stormwater shut-off valve must be installed on all stormwater system outlets discharging to Council infrastructure, natural waterways, or drainage reserves. The valve must be:
 - a. Manually or automatically operable;
 - b. Located in an accessible position for emergency response personnel;
 - c. Capable of fully stopping the flow of stormwater during pollution events, spillages, or maintenance works.
 - d. Have signage indicating the valve location and operation located adjacent to the control point.

Notes

A stormwater shut-off valve is a device installed in a stormwater drainage system to control or prevent the flow of stormwater in certain situations. These valves are typically used to:

Prevent flooding: By shutting off stormwater flow during heavy rains or floods, the valve helps control water levels in drainage systems and prevents overflow into vulnerable areas.

Environmental protection: They can stop stormwater contaminated with pollutants (like oil or chemicals from industrial sites) from entering stormwater systems that drain to Botany Bay.

Emergency situations: Shut-off valves are used in emergencies, such as fires, chemical spills, where it's critical to block stormwater to prevent contamination of stormwater and Botany Bay.

These valves can be manually operated or automatically activated based on certain conditions, such as water levels or the detection of pollutants. AS/NZS 2293 Series: These standards outline the requirements for emergency lighting and exit signs, ensuring that buildings have adequate illumination during emergencies to facilitate safe evacuation.

9. Waste management

Objectives

The objectives for waste management are to:

1. Minimise waste and to promote the principles of ecological sustainable development (ESD).
2. Facilitate source separation and provide design standards that complement waste collection and management services offered by Council and other service providers.

Controls

- a) All DA's involving demolition or construction must be accompanied by a Waste Management Plan.
- b) Space for the purposes of on-site separation and storage of recyclables and waste must be designated on site and be located away from nearby residential areas.
- c) For multi-use and industrial units, allocated areas for waste storage and recycling must be provided for each individual industrial unit.
- d) The waste storage and recycling area must be easily accessible for collection vehicles and be clearly signposted.
- e) Trade/commercial waste materials must not be disposed via Council's domestic garbage service.

Notes

Waste management and recycling processes of commercial and industrial facilities should be guided by the [Waste Management and Recycling in Commercial and Industrial Facilities Better Practice Guidelines \(EPA, 2012\)](#) .

This guide provides advice on how to incorporate better waste management practice into the design, establishment, operation and ongoing management of waste services in commercial and industrial development

<https://www.epa.nsw.gov.au/publications/managewaste/120960-comm-ind>

10. Amenity and Operation

Council acknowledges that the operation of businesses are not static and need to evolve over time to remain viable. In doing so they also need to consider the configuration and siting of their operations given site constraints to minimise operational impacts on adjoining properties in particular residential uses. flexibility

Objective

The objective for amenity and operation is to:

1. Enable Council to assess the ongoing management performance of a premises.
2. Provide flexibility to review conditions of development consents to respond to changes in operational management over time.
3. Mitigate and manage potential adverse impacts arising from changes in business operations—whether proposed or existing industrial development—on the amenity, privacy, air quality, odour, and overshadowing of adjoining or nearby residential properties.

Controls

- a) A Plan of Management (POM) prepared by a relevant professional expert shall be provided to Council prior to occupation.
- b) This POM must ensure all relevant operations of the premises are documented, and their potential impacts appropriately managed having regard to the context of the premises and its surrounds.
- c) The POM must provide all details relevant to the operation of the premises.
- d) As a minimum the following must be included:
 - i. Title
 - ii. Objectives
 - iii. Operational details
 - iv. Hours of operation, including hours of deliveries
 - v. After hours or emergency contact
 - vi. Staffing details
 - vii. Guidelines for staff for using the site facilities and equipment.
 - viii. Deliveries and loading/unloading.
 - ix. Waste management operation to prevent stormwater pollution and avoid odour.
 - x. Traffic movements
 - xi. Use of parking areas
 - xii. Managing customers or patrons
 - xiii. Security details
 - xiv. Noise Impact Assessment
 - xv. Complaint recording and handling process.
 - xvi. The review process to continuously improve the PoM.

Notes

The POM allows Council to exercise control over the ongoing operation of a premises by requiring, as a condition of consent, that the premises operate in accordance with the POM. A condition of consent may require that a POM be regularly revised and submitted to Council.

11. Fencing

Explanation

Fencing is often an integral part of industrial development in delineating areas and boundaries and for security purposes. Fencing location, style and height should be integrated with the building form, be unobtrusive and relate to the character of the streetscape. Poorly designed fences can be visually intrusive and dominant in the streetscape, and can reduce opportunities for neighbourhood surveillance and social interaction.

Objectives

The objectives for fencing are to:

1. Integrate fencing design and layout with the building entry.
2. Provide a positive presentation to the streetscape.
3. Provide site security and passive surveillance to the public domain.

Controls

- a) Solid metal panel fences (sheet material etc) of any height are not permitted along the street frontage.
- b) All fencing along the street frontage is required to be permeable metal palisade or picket finishing – dark colours are preferable. Maximum height allowed is 1.8m on street frontages.
- c) For security purposes, taller fencing may be considered forward of the building line (but this fencing must be behind the front landscape strip).
- d) Fencing should not obscure the main building entry.
- e) If the side or rear boundary adjoins a residential property, provide a timber paling/colorbond fence (commencing at the front of the building line) . A maximum 2.2m height will be considered along the common property boundary between an industrial site and an abutting residential property.
- f) Noise walls can be utilised/substituted as boundary fencing where required (see Noise Management Part B13 of this DCP for more information on noise walls).

12. Public utilities/infrastructure

Explanation

For new industrial development, Council requires the undergrounding of electricity connection to buildings to reduce the visual impact of overhead cables.

Objectives

The objectives for public utilities are to:

1. Minimise the visual impact of overhead electricity cables in industrial areas.
2. Promote common trenching for the provision of services and utilities.

Controls

- a) New industrial developments must have an underground service line to a suitable existing street pole; or sheathed underground consumers mains to a customer pole erected near the front property boundary (within 1 metre).
- b) Bundling of cables in the area surrounding the development may also be required to reduce the visual impact of overhead street cables.
- c) The common trenching of underground power, telecommunications and other services is encouraged.

Note

For further details see Energy Australia for their requirements.

13. Signage

Explanation

Advertising and adequate opportunities for the display of goods and services in industrial areas is important for businesses, however there is a need to ensure this does not detract from the streetscape.

Note:

Additional signage requirements can be found in F2 Outdoor Advertising and Signage.

Objectives

The objectives for signage are to:

1. Ensure signage and advertising is compatible with the architectural design of industrial buildings.
2. Minimise visual clutter and protect and improve the visual quality of the streetscape and the public domain.
3. Prevent excessive and obtrusive signage.

Controls

- a) All premises are to provide clear and legible signage, including addresses, for each business.
- b) All signage on the buildings are to be contained within the bounds of the building structure. No sign is to project out from walls or above the roof line.
- c) Signs on multiple tenancies are to be located in the same place on each tenancy.
- d) Stand-alone signs are to be wholly located within the property boundary.
- e) Illuminated and flash signage that incorporates flashing lights or illuminated features is discouraged.

