

Part

D

Industrial Development

Holroyd Development
Control Plan 2013

Industrial Controls

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Industrial Controls

Introduction

Land covered by this Part

This Part applies to development on land zoned Industrial under Holroyd Local Environmental Plan 2013 and for development types permissible within Industrial zones as detailed within this Part.

Relationship of Part D to Holroyd Development Control Plan 2013

Part D of Holroyd DCP 2013 shall be read in conjunction with the following Parts of Holroyd DCP 2013, which contain objectives and development controls that relate to development in this Part:

Part A - General Controls

Part B - Residential Controls

Part C - Commercial, Shop top housing and Mixed use Development Controls

Part E - Public Participation

Part F - Advertising and Signage Controls

Part G - Places of Public Worship Controls

Part H - Heritage and Conservation Controls

Part I - Child Care Centre Controls

Definitions

Objectives

01. To ensure that sites of new industrial developments are of a sufficient size to provide a functional and efficient area for building(s), vehicle parking and movement, landscaping and the storage of raw materials, finished products, trade waste and recycling bins.
02. To ensure that all loading and unloading, turning movements, queuing, and parking of vehicles, including delivery vehicles associated with the new development, occurs wholly within the site.
03. To allow for a wide range of industrial activities without prejudicing the opportunities for business concerns requiring a range of floor areas to locate within the City.
04. To ensure that site dimensions are sufficient to allow adequate landscaping.

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I. Subdivision

Objectives

- O1. To establish minimum allotment dimensions for industrial subdivision which ensure that allotments are of suitable sizes and shapes to economically accommodate industrial buildings and activities.
- O2. To encourage variety and choice in industrial accommodation.
- O3. To maintain and protect the environmental amenity of adjacent land uses.
- O4. To ensure that heavy vehicle movements:
 - a) are segregated from other local traffic;
 - b) provide a safe road environment which reduces traffic conflicts;
 - c) have convenient access, bearing in mind their particular requirements.
- O5. To permit urban subdivisions that provide a safe and convenient environment for pedestrians, cyclists and motorists.
- O6. To provide a high level of human amenity within each subdivision.
- O7. To provide appropriate levels of service utilities and road network.
- O8. To reconcile issues associated with development of land such as access, car parking and manoeuvring.
- O9. To ensure that each lot has a satisfactory ratio of depth-to-frontage, having regard to the purpose for which the allotment is to be used.

Development Controls

- C1. Make adequate allowance for the manoeuvring and turning of heavy vehicles on site. The design standards for “large rigid truck” must be applied, in accordance with the Traffic Authority of NSW’s Policies, Guidelines and Procedures for Traffic Generating Developments.
- C2. Ensure that the width of an industrial allotment at the building line of a minimum area of 1200m² is equal to or greater than 24m, and the average depth is equal to or greater than 45m. Refer to the Lot Size Map in Holroyd LEP 2013 to ensure the resultant minimum allotment size is consistent with the Map.
- C3. Ensure that the width of an industrial allotment at the building line of an area less than 1,200m² is a minimum frontage of 20m and a minimum depth of 40m.
- C4. Ensure that corner allotments have a minimum width of 28m to allow for the required setback to both frontages stipulated in Section 2.5 of this part. Also provide these lots with 6m cut-offs for splay purposes. In special circumstances, a deeper cut-off may be required.

Note: Any proposal for a smaller lot size in the IN2 zone should be accompanied by a business development plan for each subdivision request, to prevent fragmentation of lots.

Battleaxe -shaped allotments

- C5. Battleaxe-shaped lots are only permitted at locations where subdivision by the opening of an industrial road is not possible or the circumstances of the particular proposal do not, in

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Council's opinion, warrant the opening of a road.

- C6. From calculation of the area of battleaxe-shaped allotments exclude the area of the access corridor (see Figure 1).
- C7. Ensure that a Battleaxe-shaped allotment has a minimum width of 24m, and a minimum land area consistent with the Lot Size Map in Holroyd LEP 2013 exclusive of the access handle which shall have a minimum width of 9m.
- C8. Where two access handles adjoin and each has reciprocal rights over the other, the minimum width of each access handle may be reduced to between 6.2-6.5m.
- C9. Where two access corridors are shared, reciprocal rights of way and easements for drainage and services shall be granted over the access corridors for the benefit of both allotments.
- C10. Construct an access corridor to a single allotment (or two shared access corridors) with full width heavy duty concrete paving 6m wide, to Council's Engineer's requirements, and consistent with clause 3.5 of Part A on Internal Roadways.
- C11. Ensure sufficient space is provided for compliance with Part D of this DCP requiring that turning movements of delivery vehicles occur wholly within the site.

Note: Requirements for road design and construction within all industrial zones can be found in Part A of this DCP.

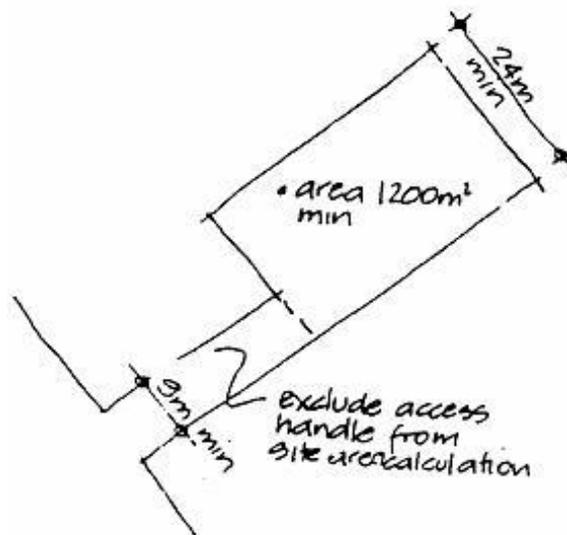


Figure 1: Battleaxe allotment configuration

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2. Design Guidelines

2.1. Site Area, Frontage and Gross Floor Area

Objectives

01. To encourage the consolidation of small-sized allotments in the established industrial areas.
02. To achieve density controls in industrial areas that allow a reasonable balance between the amount of activity generated by buildings and the external space around them, plus accommodate the movement of people and vehicles.

Development controls

- C1. Provide, where possible in new developments, a minimum street frontage width of 24m to accommodate side access for goods vehicles.
- C2. Areas and sites zoned for industrial with currently less than 24m at the street front shall meet the other design objectives & controls. Such new developments should demonstrate that they exceed the minimum development controls for other urban design principles.
- C3. Specific street setbacks should comply with those detailed in Section 2.5 of this part.
- C4. Consent must not be granted to development for the purposes of a food and drink premises on land in Zone IN1 General Industrial or Zone IN2 Light Industrial if the gross floor area of the food and drink premises is more than 300 square metres.

2.2. Site Layout

Objectives

01. To plan the site's layout so as to minimise any adverse environmental effects from development.
02. To ensure the development is compatible with the streetscape and addresses the public domain.

Development Controls

- C1. Locate buildings within the site to reinforce the streetscape in terms of height, bulk and scale.
- C2. Satisfy the operational requirements of the particular land use whilst providing a safe, pleasant and convenient work environment.
- C3. Where in close proximity to residential areas, design new buildings to minimise any adverse effects on the amenity of residential areas, including such effects as overshadowing, overlooking, lighting, dust, noise or fumes.
- C4. Locate offices to address and activate the street/s.
- C5. Locate the warehouse/factory functions as well as car parking, manoeuvring areas, loading and unloading facilities within the site.
- C6. Where a site adjoins a non- industrial use other than residential, provide side and rear building setbacks of a minimum 4m.

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2.3. Amenity Impacts on Nearby and Adjoining zones

Note: "Nearby and Adjoining" is defined as adjacent, opposite and within the vicinity,

Objectives

01. To reduce land use conflict between residential and non-residential uses.
02. To ensure that development relates sympathetically to nearby and adjoining developments, through careful design of buildings and associated parking, storage and landscaped areas.
03. To ensure industrial development does not overly dominate the visual amenity and character of its surrounds.
04. To ensure that developments minimise any overshadowing, loss of privacy and impacts on adjoining residential properties and the public domain.
05. Where development is proposed on major traffic routes or on land near to or adjoining a Residential zone, or within Open Space, or involving sensitive Special Uses such as schools, to provide a standard of amenity and visual impact consistent with the adjoining land use.
06. To ensure industrial building height, scale and mass is similar to adjacent development.

Development Controls

Height

- C1. Where industrial development abuts residential, public open space or sensitive land uses (e.g. schools), ensure height of such industrial development does not exceed (in metres) the height allowed for the adjoining use along the common boundary, subject to meeting the controls of overshadowing.
- C2. Ensure building height does not involve the loss of significant views from adjoining residential areas, both adjacent and across the street.

Solar Access

- C3. Where adjoining or opposite to a residential property and proposed structures are over 6m high, provide shadow diagrams:-
 - a) demonstrating the impact on adjoining residential properties or public domain;
 - b) based on a survey of the site and adjoining development; and
 - c) for 9.00 a.m., 12.00 noon and 3.00 p.m. at 21st June.
- C4. Structures adjacent to a residential zone must continue to meet the solar access requirements elsewhere in this DCP, or if the existing lot or open space already receives less than 4 hours of sunlight, does not significantly reduce the access to solar radiation for other adjoining residential, public open space or sensitive land uses (e.g. schools).

Buffers

Note: Residential/Industrial buffer controls are detailed in Holroyd Local Environmental Plan 2013.

- C5. Provide appropriate buffer mechanisms to ensure that:
 - a) neighbourhood residential amenity is maintained,
 - b) the primary buildings and structures on the industrial land are visually separated from neighbouring residential dwellings, and

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c) overshadowing does not occur (see solar access below).

Note: residential amenity includes levels of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil that are acceptable to residential conditions without preventing the operation of general industrial land uses.

- C6. Provide window placement and/or tall trees as ways to protect privacy, reduce noise and light pollution.
- C7. Provide a 3.0m wide mature planting buffer and secondary acoustic fence within the industrial lot.

Site Design

- C8. Design new development so that noise-producing activity is remote from the interface boundary.
- C9. Site sources of noise such as garbage collection, deliveries, machinery, motors, parking areas and air conditioning plants away from adjoining properties; and where necessary, screen them by walls or other acoustic treatment.
- C10. Do not locate new manoeuvring areas and parking areas adjacent to existing residential areas where noise resulting from such activities may have a negative impact on residential amenity.
- C11. On sites with a road frontage to residential areas, locate any new offices towards the residential areas and restrict access points onto the residential fronted road.
- C12. Locate the warehouse/factory functions of a new development away from the residential areas.
- C13. Ensure loading and unloading times do not detract from the amenity of nearby residential areas, or residentially zoned land. Where loading and unloading movements are likely to affect residential areas or residentially zoned land, provide schedules of vehicle movements and their routes, which may be regulated in conditions of consent.
- C14. Accompany all Development Applications for potential noise generating industries adjacent to residential zoned land with documentation from a qualified Acoustic Engineer specifying noise standards.
- C15. Ensure compliance with the relevant requirements such as the Noise Guide for Local Government and the New South Wales Industrial Noise Policy.

Walls / Fences

- C16. Treat walls of industrial buildings adjoining residential zones aesthetically as well as acoustically (see figures 2 & 3).
- C17. The use of light coloured galvanised iron and other reflective materials is discouraged near and adjacent to residential areas (especially balconies) due to their ability to cause glare. If these materials are proposed in these areas, applicants are required to demonstrate to Council that the materials will not adversely affect residents' enjoyment of their neighbourhood.
- C18. If the side or rear boundary of an industrial land use faces a side or rear boundary of a residential premises, a timber paling/colourbond fence (commencing at the front building alignment) is permitted along with acoustic fencing and planting.

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Views

- C19.** Ensure views to the development from through roads and adjoining land do not create a negative impact (Figure 4).
- C20.** Provide measures to enhance the appearance of the development from elevated residential areas. For example, by the use of non-reflective building materials, the use of materials which blend with the landscape background and attention to the skyline treatment of buildings.

Setbacks

- C21.** Industrial development adjoining residential or open space land zones shall comply with the setbacks in Table I.

Note: For front setbacks refer to Section 2.5 of this Part.



Figure 2: Poor example of blank wall treatment



Figure 3: Good example of blank wall treatment



Figure 4: Poor residential/industrial interface

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Table 1. Setback Controls

Boundary	Minimum Building Setback (includes the landscape setback required)	Landscaping Setback (within the building setback)
Side – adjoining a non-industrial use/zone other than residential	4.0m (Refer to C4 for exceptions)	2.0m
Side – adjoining a residential use/zone	6.0m	3.0m
Rear – adjoining a non-industrial zone other than residential	4.0m (Refer to C4 for exceptions)	2.0m
Rear – adjoining a residential use/zone	6.0m	3.0m

2.4. Building Design and Appearance

Objectives

01. To achieve a high standard of environmental design within new and existing industrial areas.
02. To achieve high quality and innovative architectural design for industrial buildings.
03. To ensure industrial development presents attractive facades to adjoining uses.
04. To ensure industrial development activates the public domain.
05. To provide attractive building designs with a high aesthetic standard by variations in fascia treatments, roof lines and selection of building material.
06. To achieve both functional and visually attractive new buildings.
07. To provide buildings that are functional in design and compatible with adjoining development.
08. To encourage innovative and imaginative design to result in a more visually pleasing and harmonious environment.
09. To provide an enjoyable working environment for employees.

Development Controls

Building Siting & General Design

- C1. Use non-industrial aspects of a development (e.g. offices) to address the street.
- C2. Avoid long blank walls of warehouse units facing the street or public domain.
- C3. Provide articulation to the façade or division of massing.
- C4. Architecturally express the structure of the building externally and minimise use of reflective glass or large blocks of one material.
- C5. Visually reinforce entrances, office components and stair wells to create rhythm on long facades and a reduction of perceived scale. Strongly express structural bays and bracing.

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- C6. Introduce variation in unit design.
- C7. Introduce solid surfaces, with a mix of materials; incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations.
- C8. Address the street to which it presents, with architectural elements.
- C9. Enhance architectural elements that express structure.

Fire Safety

- C10. Comply with the fire safety provisions for industrial buildings

Note: refer to the Building Code of Australia, giving particular attention to Part C2 'Compartmentation and Separation', Part C3 'Protection of Openings', Section D 'Access and Egress' and Section E 'Services and Equipment'.

Building facades

- C11. Painted masonry will not be accepted unless the applicant can demonstrate that the building has outstanding architectural merit incorporating special features such as glass curtain walls.

Note: Applicants may be required to submit specific description and samples of facing for approval.

Side and rear walls

Note:

- Side and rear walls, not visible from the street can be constructed in galvanised iron, zincalume, fibre cement or pre-colour coated metal sheeting. Council encourages the use of pre-colour coated metal sheeting, as this cladding is more aesthetically and environmentally pleasing.
- refer to the Fire Resistance and Stability section of the Building Code of Australia.

Frontage Walls

- C12. Where blank walls on street frontages are unavoidable in new development, treat them as sculptural elements incorporating public art or murals or similar, reflecting modern architectural design.
- C13. Ensure frontage walls are finished to a high standard and minimise the potential for graffiti or other vandalism.
- C14. Construction of screen walls on or behind the building line will be required when open yard activities and storage are involved.
- C15. Construct screen walls of brick, split masonry block or pre-case exposed aggregate panels with a minimum of 3.5m aggregate finish. No standard concrete blocks will be permitted. The screen wall finish should match or be compatible with the finish of the industrial buildings on the site.

Corner Sites

- C16. New development on corner sites is to address both street frontages in terms of facade treatment, fenestration and articulation of elevations to achieve a high standard of environmental design.

Roofs

- C17. Roof ventilation, exhaust towers, hoppers and the like should be located so as not to be readily visible from any public or residential area.

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- C18.** Integrate all rooftop or exposed structures including lift motor rooms, plant rooms, etc., together with air conditioning, ventilation and exhaust systems, into the building design in order to ensure interesting and high quality appearance.

Toilets and Amenities

- C19.** Include suitable employee toilets and amenities within the industrial development.

2.5. Setbacks

Objectives

- 01.** To minimise any adverse impact of development and buildings on the surrounding area.
- 02.** To create a pleasant visual amenity within and external to the site.
- 03.** To provide adequate acoustic buffers so that any impact is minimised.
- 04.** To enable the landscaping treatment of street frontages when viewed from public areas.
- 05.** To ensure adequate building access consistent with fire safety for industrial buildings.
- 06.** To provide public parking within the street frontage.
- 07.** To ensure that the physical separation between industrial and residential land uses characteristic of the existing development on site are maintained over the longer term.

Development Controls

Note: All development shall comply with site specific setbacks detailed in this section.

- C1.** Landscape all front setbacks to provide a high quality street presence.
- C2.** Front setback areas shall not be used for storage or display of goods or excessive signage, loading/unloading or large areas of carparking.
- C3.** Proportionately increase any setbacks between the development and adjoining residential properties relative to the height of the development, to reduce bulk/overbearing form & overshadowing on the street and adjoining properties.

Note: Where the rear or side of a property abuts a roadway, the setback is defined by the frontage to the roadway.

- C4.** Minimum 1 metre setback is required to at least one side boundary.
- C5.** Building setbacks must provide fire resistance and stability.
- C6.** Where basement carparking extends beyond the building envelope, a minimum soil depth of 1.0m is to be provided, measured from the top of the slab.
- C7.** Ensure landscaping setbacks are free from overhangs, hard elements such as paths, ramps, signs (including pole signs) and parking (both above ground with exceptions and underground) and advertising structures (including pole signs).

Note: Landscaping setbacks may be used in calculation of landscaped area.

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Setbacks for Specific Street Frontages

- C12.** The following building lines apply to the principal street frontage of land zoned General Industrial IN1 and Light Industrial IN2 within Holroyd City. They are based on a conversion from the previous imperial measures into metric.

Note: Smaller lot sizes tend to require setbacks smaller than 15 metre. Buildings of greater bulk and scale on larger lots, and located opposite residential zones, tend to require setbacks larger than 15 metres.

Smithfield Industrial Lots

All Streets (west of Fairfield Road) - 15.0 metres

Yennora Industrial Area

Fairfield Road (south of Dursley Road)

Pine Road, Loftus Road (between Pine Road and Norrie Street) - 15.0 metres

Nelson Road (west of Yennora Ave)

Norrie Street (west side)

Boola Avenue (east side between Loftus Road and Bend)

Dursley Road - 10.0 metres

Nelson Road (north of Yennora Ave) - 2.0 metres

Loftus Road/Military Road (between Boola Avenue and Byron Road) - 15.0 metres

Byron Road (west side between Dennistoun Avenue and Military Road)

Loftus Road (south side between Norrie Street and Yennora Avenue)

Boola Avenue (north side Between Norrie Street and Yennora Avenue) - 7.5 metres

Yennora Avenue (west side between Boola Avenue and Loftus Road),

Kiora Crescent

Norrie Street (east side between Boola Avenue and Loftus Road)

Loftus Road (south side between

Yennora Avenue and Boola Avenue) - 4.5 metres

Boola Avenue (between Yennora Avenue and Bend),

Boola Avenue (west side between Bend and Loftus Road),

Yennora Avenue (east side),

Military Road - 3.5 metres

Boola Avenue (south side between Norrie Street and Yennora Avenue),

Yennora Avenue (west side between Boola Avenue and Military Road),

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Military Road (north side between Norrie Street and Yennora Avenue), - 5.5 metres
 Norrie Street (east side between
 Boola Avenue and Nelson Road)

Boola Lane (r.o.w.) - 6.00 metres

Dennistoun Avenue (south side) - 30.5 metres

Fairfield Road (east side between Dennistoun Avenue and Dursley Road) - 10.0 metres

Guildford Industrial Area

Carrington Road (south side),
 Cann Street, Guernsey Street, Clarke Street, - 4.5 metres
 Military Road (between Byron Road & Carrington)

Byron Road (east side between Military Road and Dennistoun Avenue) - 4.5 metres

Byron Road (west side between Military Road and Dennistoun Avenue) - 15.0 metres

Holroyd Industrial Avenue

Walpole Street (north side between the Creek and Crescent Street) - 7.5 metres
 Crescent Street

Walpole Street (north side between Fox Street and the Creek),
 Peel Street, Fox Street, - 4.5 metres
 Robert Street (south side between Fox Street and Peel Street)

Girraween/Toongabbie Industrial Area

Toongabbie Road, Amax Avenue
 Mandoon Road, Magowar Road - 10.0 metres
 Gilba Road, Wiltona Place

Oramzi Road (west side between Gilba Road and Wiltona Avenue) - 30.5 metres
 Great Western Highway

Great Western Highway (between Toongabbie Road and Girraween Road) - 15.0 metres

Greystanes Industrial Area

Great Western Highway (west of Greystanes Road) - 7.5 metres

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2.6. Parking and Vehicular Access

Objectives

01. To ensure sufficient car parking is provided on-site to satisfy the likely peak parking demands of the development.
02. To reduce potential conflict with street traffic and pedestrians.
03. To require the provision of disabled parking where appropriate, in accordance with the RMS Guidelines and Australian Standards.
04. To create attractive landscaped car parking throughout the development.
05. To ensure adequate facilities are provided within an industrial development for the loading and unloading of goods.

Development Controls

Parking Spaces

Note: For general car parking requirements refer to Part A of this DCP.

- C1. For major industrial undertakings, provide at least one courier car space in a convenient and appropriately signposted location. The car space should preferably be located with access off the principal street frontage.
- C2. Parking and manoeuvring areas must be adequately dimensioned to facilitate convenient and safe usage. Refer to the design standards for “large rigid truck”. See Figure 10.
- C3. Integrate parking into the site planning with high quality landscaping. See figures 9 & 12.
- C4. Suitably cover car parking areas with canopy trees. See section below on Landscaping.
- C5. Screen parking areas from the street with landscaping.
- C6. No tandem parking facilities will be accepted for new developments.
- C7. Permit only limited visitor & disabled car parking at the front of buildings where the front setback equals or exceeds 15m (Refer Figure 12), excluding Multi Unit Industrial Development.
- C8. Limit visitor parking to 50% of the street frontage. Also refer to the section on setbacks in corner lots for car parking within the secondary setback.
- C9. For new or major redevelopment (excluding Multi Unit Industrial Development), provide all loading and unloading facilities and the majority of car parking required for the development at the rear or at the side of any buildings.
- C10. Car parking and loading/unloading facilities are prohibited within the front setback for Multi Unit Industrial Development. Provide all car parking and loading/unloading facilities from a central courtyard within the site.

Access & Circulation

- C11. Ensure that parking areas are readily accessible and useable, and adequately provide for circulation and manoeuvring of vehicles. Refer to Part A
- C12. Design vehicular movements to and from the site to reduce potential conflict with street traffic

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and pedestrians.

- C13.** Provide vehicular crossings with a maximum width of 8 metres at the boundary line. This however is dependant upon the traffic flows, sight distances, manoeuvring and the type of vehicles using the crossing.

Note: Refer to specifications for vehicular crossing standard requirements in the Council's Vehicular Crossing Policy.

- C14.** Minimise driveway width in front of the building line.
- C15.** Locate driveways on side or rear road frontages where available.
- C16.** Do not locate driveways off an arterial road, unless no other option is available.
- C17.** Ensure all vehicles enter and leave the site in a forward direction (Refer Figure 10). Provide for turning circles to accommodate the largest type of truck which could reasonably be expected to service the site. Turning circles should not encroach upon any building footprint.
- C18.** Ensure the location of entry gates allow the largest vehicle to enter the site without blocking the footway when the gate is closed.

Note: Requirements for Road Design and Construction within all Industrial Zones can be found in Part A of this DCP.

Loading/Unloading Areas

- C19.** Provide separation between parking and service areas (i.e. loading/unloading areas). Locate and design service areas to facilitate convenient and safe usage. (Figures 7 & 8.)
- C20.** Locate loading docks so they do not:
- interfere with visitor and employee parking spaces;
 - interfere with pedestrians or vehicles circulating on the site or adjacent streets; and
 - require or permit, when in use, delivery vehicles to stand on any public road, footway, laneway or service road.
- C21.** For small factories and factory units, provide one small truck bay for each factory or factory unit.
- C22.** For other developments requiring loading facilities, applicants need to justify to Council the size and number of docks required by providing information regarding the size, number and frequency of goods vehicles likely to be visiting the premises.
- C23.** Design loading areas so that goods vehicles enter and leave the site in a forward direction. Provide adequate manoeuvring space on site to facilitate this.
- Note: Make reference to the relevant templates prepared by the Roads and Maritime Service of New South Wales to justify design of the loading areas.
- C24.** Maintain proposed parking areas, truck docks, driveways, vehicular ramps and turning areas so they are clear of obstruction. Under no circumstances are such areas or any portion thereof to be used for the storage of goods and waste materials.
- C25.** Ensure loading/unloading areas are physically line marked and are maintained free of obstruction for the sole use of delivery vehicles. (Figures 8 and 9)
- C26.** Ensure parking areas, truck docks, driveways, vehicular ramps and turning areas are used exclusively for the purposes of car parking, loading or unloading and vehicular access

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respectively.

Service Areas

- C27.** Ensure all garbage collection is carried out wholly within the site, with suitable collection points at convenient locations.
- C28.** Do not locate service areas adjacent to a non-industrial adjoining use.
- C29.** Garbage storage and location areas are to be designed so as to be readily serviced within the confines of the site with minimum impact on adjoining uses.

Note: Refer to Part A, for Waste Management controls.

Design of Paved Areas

- C30.** Do not provide large expanses of bland concrete paving in the car parking and driveway areas. Provide a contrast of paving materials throughout the development i.e. unit pavers and concrete. Stencilled concrete will not be permitted.
- C31.** Council requires:
 - a) Unit pavers to the front setback and carparking in central courtyard;
 - b) Plain concrete to the rear, as long as it is broken into smaller patches with other contrast paving materials.



Figure 7 : Setbacks for industrial development



Figure 8 : Setbacks for industrial development

Figure 9 : Setbacks for industrial development



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Figure 10 : Indicative site layout and design

Figure 11 : Front parking dimensions



2.7. Road Design and Construction within Industrial Zones

Development Controls

- C1. Ensure that new roads are constructed with kerb and gutter and are sealed from gutter to gutter. Construction is to be of a standard not less than Council's standard specification for heavy duty roads.
- C2. Ensure that the minimum width of carriageway plus verge is 20 metre wide with 12 metre carriageway and 4 metre verges .The construction of 1.2 metre wide concrete footpaths will be required.

Note: Complete standard specifications for road and drainage works may be purchased or inspected at the Council Chambers.

- C3. Cul-de-sac roads will only be accepted where surrounding land has been fully developed, or where the site specific controls for the area provide for cul-de-sac roads.
- C4. Ensure that cul-de-sac roads have an 18 metres radius turning circle with 18 metres radius reverse curves on boundary alignments. See Figure 7.
- C5. Provide a higher strength pavement for cul-de-sacs at intersections in industrial areas. Generally a minimum of 1 metre clearance is required.

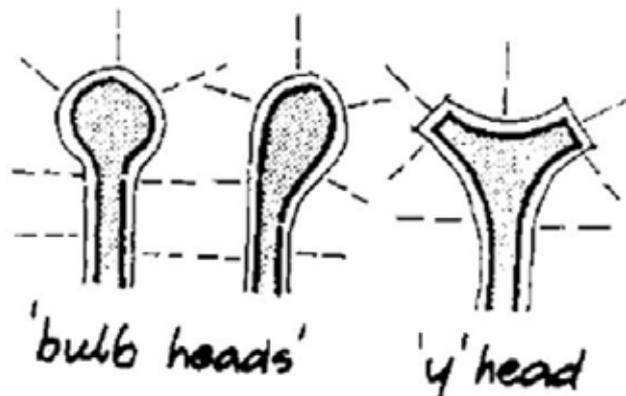


Figure 7

Industrial Controls

2.8. Fences

Objectives

01. To minimise any visual impacts to the streetscape.
02. To provide site security, whilst allowing passive surveillance from the public domain.
03. To ensure that the fencing proposal complements the building and landscape design for the site

Development Controls

- C1. Locate fences within the 3 metre wide landscaped frontage i.e. between front parking and front boundary.
- C2. Ensure all fencing along the principal street frontage is an open (permeable) style, incorporating pickets, slats, palings or the like or lattice style panels with a minimum aperture of 25mm, finished in a suitable colour - dark colours are preferable.
- C3. Ensure a maximum height of 1.2 metres for fences within the front setback, or 2.1 metres for fences behind the front setback.
- C4. Ensure that chain wire fencing is:
 - a) only on the side and rear boundaries;
 - b) not visible from the public domain (Figure 12);
 - c) commencing at the front building alignment, not the front boundary; and
 - d) black PVC coated.
- C5. Restrict the masonry element of walls within the frontage to 1200mm in height.
- C6. Solid metal panel fences (sheet metal or similar) of any height are not permitted along the street frontage or in front of the building alignment. The exception is where a 1.8m high opaque fence is required to screen a storage area within the front setback.
- C7. If the side or rear boundary faces a side or rear boundary of a residential premises, a timber paling/colourbond fence (commencing at the front building alignment) is permitted along with acoustic fencing and planting.



Figure 12: Chain wire is not permitted for front fencing



Figure 13: Masonry fencing higher than 600mm high requires consent

Industrial Controls

3. Landscaping of Industrial Sites

Objectives

01. To screen unsightly land uses and open storage areas and provide buffers between industrial development and other land uses, especially residential.
02. To provide pedestrian linkages to surrounding streets on larger sites.
03. To provide recreation areas for workers in larger developments.
04. To provide aesthetic and environmental amenity.

Development Controls

Note: Refer to Part A, of this DCP for General landscape and tree works controls.

- C1. Landscape and maintain the landscaping in all setback areas.
- C2. Landscape all unbuilt-upon areas of a site to soften the impact of buildings and car parking areas.
- C3. Provide and maintain a minimum of 10% of the site as landscaped area, with lawns, trees and shrubs. The landscaped area includes the landscaped parts of all setbacks, but in the case of lots greater than 2,000m², provide and maintain a minimum of 15% of the site as landscaped area.
- C4. Use contrasting finishes to break up large sections of paving and to delineate pedestrian areas, entries or car parks. Use porous paving wherever possible.
- C5. Stabilise undeveloped areas to prevent soil erosion. Provide landscaping around the perimeter of undeveloped areas.
- C6. Provide earth mounding within the setback area. Ensure that embankments that are not developed with rockeries or walls are no steeper than one (1) vertical: four (4) horizontal gradient in order to enable grass to be grown and maintained.
- C7. Harmonise landscaping with buildings, the form of grass or ground cover, trees, shrubs and paving.
- C8. Ensure landscaping proposals for a car park on an industrial site are treated in accordance with Part A.
- C9. Provide landscape along the building façade.
- C10. Ensure landscaping in the public domain reinforces existing streetscape planting themes and patterns. Provide street tree planting to match existing or to Council requirements, grasses, shrubs and accent planting or any combination of these.
- C11. Effectively screen storage areas and other potentially unsightly areas from adjacent properties.
- C12. Provide a continuous landscaped buffer strip between the driveway and side boundary, in accordance Section 2.5 of this Part. Within the buffer strip, provide tall screen planting that retains foliage to the ground. Plant driveways central to the site with avenue trees.
- C13. Ensure landscaping within setback areas is of a similar scale to buildings on the industrial site. Separate all landscaped areas from vehicular areas by means of a kerb, dwarf wall, or other

Industrial Controls

effective physical barrier.

- C14.** If underground parking is to be provided, ensure that it does not interfere with the provision of deep soil planting areas.
- C15.** Ensure that underground OSD (stormwater) detention tanks do not interfere with the provision of deep soil planting areas. An alternative location is suggested underneath driveways, car parks or pavements. See Council's On-Site-Detention Policy.
- C16.** An above ground OSD system should not have an adverse impact on the streetscape. Highly vegetate the area around the OSD basin to minimise the impact.
- C17.** Locate stormwater inlet pits or piping beyond the drip line of existing trees, where possible.

Industrial Controls

4. Retail & Commercial uses in Industrial Zones

Objectives

- O1. To serve the daily convenience retail needs of the people working in an industrial area.
- O2. To protect the Industrial land use as the predominant use of the industrial zone.
- O3. To preserve the amenity of neighbouring occupations.

Development Controls

- C1. In the General Industrial IN1 and the Light Industrial IN2 zones, Council will only permit business and office premises and non-retail showrooms which:
 - a) are ordinarily incidental or subsidiary to and situated on the same land as an industry ;
 - b) cover no more than 20% of the gross floor area of the industrial building; and
 - c) provide no retailing or over-the-counter sales.
- C2. The maximum floor area of Food & Drink Premises are:
 - a) 100m² in General Industrial IN1;
 - b) 300m² in Light Industrial IN2.

Hours of Operation

- C3. The Council, under normal circumstances, restricts the hours of industrial operations to the hours of 7.00am to 7.00pm, Monday to Friday; 7.00am to 12 noon, Saturday and no work on Sunday.

Note: Retail in industrial zones land located on a classified road shall have hours of operation 7.00am to 10.00pm Monday to Saturday and 7.00am to 8.00pm Sunday and Public Holidays
- C4. The Council, under normal circumstances, restricts the hours of retail trade in industrial zones to the hours of 7.00am to 8.00pm, Monday to Saturday and 7.00am to 2.00pm on Sunday.
- C5. Provide a noise impact assessment with Development Applications that propose activities with operating hours outside Council's standard business hours.

Note:

- 24 hour operation of business use is not prohibited on noise criteria, providing the residential receiver noise criteria (as mentioned above) are achieved.
- An extension of these hours requires an application under Section 96 of the Environmental Planning and Assessment Act 1979, accompanied by reasons for seeking the variation. In certain circumstances, a variation will only be considered upon submission of a satisfactory acoustical engineer's report.

Industrial Controls

5. Pollution Control

Objectives

01. To ensure that industrial activity causes no interference to the existing and future amenity of the adjoining industrial occupations and the neighbourhood in general.
02. To ensure that satisfactory measures are incorporated to alleviate negative environmental impacts associated with industrial zones.
03. To ensure minimal emissions.
04. To ensure that the use of the land does not create an offensive noise or add significantly to the background noise level of a locality.

Development Controls

Air Pollution

- C1. Control the emission of air impurities, as defined under the Protection of the Environment Operations Act, 1997, to the satisfaction of Council at all times.

Note: If any proposed use or activity within the site falls into Schedule 1 of the Protection of the Environment Operations Act 1997, the occupier must also hold a licence from the NSW OEH, or its equivalent.

- C2. Obtain written consent from the Council to install any furnace, kiln, steam boiler, chemical plant, sand blast or plant for spraying paint or the like. Submit plans and specifications for any such equipment for approval prior to installation.
- C3. During construction, implement appropriate mitigation measures such as truck washing bays and wetting of dirt roads.
- C4. Within the Statement of Environmental Effects of a Development Application, include an assessment of air quality according to EPA standards.

Water Pollution (Industrial Waste & Stormwater)

- C5. Do not discharge industrial waste water onto the site, nor onto neighbouring land, nor into any road, drain, pipeline or watercourse.
- C6. Submit details of the chemical and/or biological composition of liquid waste with the Development Application.
- C7. If the premises are subject to licence under the Protection of the Environment Operations Act, 1997, comply with any conditions of such licence that form part of any building approval.
- C8. Erosion and Sediment Control Plans (ESCP) are required for new developments to prevent pollution of the creeks during the construction phase of development. The plans must be prepared in accordance with Managing Urban Stormwater: Soils and Construction, published by the NSW Department of Housing.
- C9. Treat on-site stormwater in accordance with Part A of this DCP.

Noise Pollution

- C10. Adequately sound-proof any machinery or activity that creates a noise nuisance in accordance with the provisions of the Protection of the Environment Operations Act, 1997.

Industrial Controls

- C11.** Conduct the industry so as to avoid unreasonable noise and cause no interference to adjoining industrial occupations. Take special precautions to avoid nuisance in neighbouring residential zones, particularly from warning sirens, public address systems, heavy-duty compressors and the like.

Refuse and Trade Waste

Note: For controls for Refuse and Trade Waste, see Part A of this DCP,

- C12.** Council does not permit Incinerators for waste disposal.
- C13.** Consult with Sydney Water regarding whether a Trade Waste Discharger's Licence is needed. If required, it should be obtained prior to occupation of the industrial premises.

Hazardous Goods and Chemicals

- C14.** Where a development involves the storage and/or use of hazardous goods or chemicals, full details of the type of goods and chemicals are to be submitted with the development application, together with the storage location and the use intended for the goods and chemicals. The requirements and conditions of the Storage and Handling of Dangerous Goods: Code of Practice (WorkCover NSW; 2005) shall form part of the building approval.

Note:

- Under SEPP No. 33 – Hazardous and Offensive Development, all applications to carry out potentially hazardous development must be advertised, and applications to carry out potentially hazardous development must be supported by a preliminary hazard analysis (PHA). The SEPP also requires specified matters to be considered by the consent authorities for development proposals which are 'potentially hazardous' or 'potentially offensive'. Details of the policy are obtainable from the Environmental and Planning Services Department of Council.
- For controls for Site Contamination and Land Filling, see Part A of this DCP.

Industrial Controls

6. Factory Units

Note: The following controls for factory units shall be read in conjunction with all other objectives and controls in this Part.

Floor Area

- C1.** Provide a minimum of 140 sq metres floor area for each factory unit, which can include employee toilets and amenities.

Construction

- C2.** Ensure that the total building containing the factory units is of a brick or masonry construction, with all internal divisions, separating the various units, similarly of brick or masonry construction.
- C3.** Ensure that the internal walls separating the factory units are carried to the underside of the roof and sealed to Council's satisfaction.

Vehicular Access

- C4.** Ensure at least 9 metres width to all access roads to prevent obstruction to driveway and to allow reasonable entry to factory units.
- C5.** Keep driveway free of parked vehicles or stored materials at all times. Narrow the width of driveway to 6 metres across the landscaped strip. If it is anticipated that future tenants will require deliveries by semi-trailers or large trucks, in general, provide for turning circles to accommodate the largest type of truck which could reasonably be expected to service the site. Ensure turning circles do not encroach upon any building.

Note: Requirements for Road Design and Construction within all Industrial Zones can be found in Part A of this DCP.

Numbering of the Units

- C6.** In a development application to Council, label each unit in the building numerically. Each unit is to retain such identification unless otherwise approved by Council.

Amenities

- C7.** Provide individual male and female toilets in each unit with connection to the sewer. Provide each unit with its own employee amenities.

Industrial Activity

- C8.** Conduct all industrial activity within the building such that the activity shall not occur externally to the building, and this shall deem to include loading and unloading and also storage of new and waste materials unless special areas have been set aside for these activities with the consent of the Council.

Advertising

Note: Signs and advertising in Industrial Zones shall comply with Part F of this DCP.

- C9.** Limit advertising to one uniform sign on each unit. Identify both lessee and unit number with an index board at the front of the property.

Industrial Controls

Consent for the Use of each Factory Unit

- C10.** As well as obtaining development consent for the erection of a factory unit building, obtain the consent of the Council for the specific use of each individual unit before each unit can be occupied.

Trade Waste

- C11.** Store trade wastes within each unit. Indicate the area to be set aside for this purpose on the Development Application.

Note: Requirements for commercial / industrial waste & recycling storage areas found in Part A of this DCP

Strata Subdivisions

- C12.** Where there is to be a strata plan of subdivision, any space for parking or other purposes to form a part of a sole occupancy unit must be included in the strata lot, as required by Council. All areas required by Council as private court, service area, or unbuilt space for an individual unit, require identification as forming part of the lot of the appropriate unit on any strata plan of subdivision.
- C13.** In any strata plan of subdivision, include as common property all landscaped areas, access areas and directory board signs that do not form part of an individual unit.

Industrial Controls

7. Prospect Creek

Prospect Creek – Land Fronting Pine Road, Dursey Road and Fairfield Road, Yennora with a Boundary to Prospect Creek.

The area occupied by and immediately adjoining Prospect Creek fulfils the role of a valuable open space and ecologically sensitive linkage. It benefits by supporting a fragile ecosystem as well as performing the role of a natural watercourse which requires regular maintenance. Within Holroyd Local Environmental Plan 2013, this corridor has been zoned E2 Environmental Conservation, and where it forms part of the bank of Prospect Creek is identified on the Biodiversity map, the Endangered Ecological Communities map and the Riparian Land and Waterways map. Local clause 6.9 controls Riparian Land and Waterways and local clause 6.10 controls Biodiversity.

Development Controls

- CI. In addition to the requirements for land within the Environmental Conservation zone and the local clauses of the HLEP 2013, such land shall not be used for the erection or use of any building or the carrying out or use of any work other than for landscaping, bush fire hazard reduction, subdivision, drainage or installation of underground utility services. Further details can be gained by contacting officers of Council's Environmental and Planning Services.

8. Planning Controls for Sex Services Premises

Planning controls for Sex Services Premises are designed to ensure that Sex Services Premises are operated in appropriate locations so that they do not give offence to the community or result in a loss of amenity for residents.

The passing of the Disorderly Houses Amendment Act, 1995 means that it is not a common law offence to operate a brothel, nor for the owner/operator of a brothel to live on the earnings of prostitution carried out on brothel premises. Sex Services Premises do however, require Development Consent from Council before they can operate, and must also comply with Council's planning controls. These controls are contained in the Holroyd Local Environmental Plan 2013 and the provisions of this Development Control Plan.

Objectives

01. The principal objective of this DCP is to implement the aims and objectives of the Holroyd LEP 2013 relating to Sex Services Premises by providing detailed planning controls to ensure that the location, design and operation of Sex Services Premises do not adversely affect the amenity of the area.
02. To provide more certainty in the development control process and assist the community and applicants to understand Council's requirements relating to Sex Services Premises.
03. To nominate the location requirements and development standards for Sex Services Premises which reflect broad community attitudes and expectations.
04. To provide appropriate guidelines which will prevent a concentration of Sex Services Premises in close proximity to one another.
05. To identify appropriate health and hygiene standards relating to the management of Sex Services Premises.
06. To ensure that adequate measures address safety and security issues for Sex Services Premises.

Development Controls

Time Limited Consent

- C1. Development consents granted to brothel applications may be initially limited to a period of twelve (12) months. At the completion of this period, Council will re-evaluate the proposal in terms of any complaints received regarding the approved operations, and compliance with any conditions of development consent.
- C2. If Council is satisfied that the brothel has operated in an orderly manner and with limited impact upon surrounding and nearby land uses, it shall then grant a permanent development consent.
- C3. Council may also impose conditions of consent relating to the hours of operation. This will also be the subject of review after 12 months. If after the 12 month trial, the approved hours of operation are causing a disturbance in the neighbourhood, the Council may further restrict operating hours.
- C4. Where consent is granted, a specified operator will be nominated on the consent. Should the operator change, Council must be notified prior to work commencing. If the number of

Industrial Controls

sex workers, hours of operation, or signage are proposed to be changed, a new development application may be required.

8.1. Location, Access and Layout

Objectives

01. To ensure that Sex Services Premises are sensitively located and designed so that they do not create adverse social impacts;
02. To ensure that Sex Services Premises do not cause overt offence to community values at large.
03. To ensure that Sex Services Premises do not result in any other adverse environmental effects.

Development Controls

Note: Holroyd Local Environmental Plan 2013 indicates the areas in which development for the purpose of a sex services premises are a permissible use,

- C1. The preferred location for a brothel is either on first floor level or below street level. However, access may be provided from street level. If the brothel is at street level it should not be in a street front location.
- C2. The brothel building shall not be in a prominent position or at a focal road intersection.
- C3. The appropriate location of Sex Services Premises should also have regard to whether the operation of the brothel could cause a disturbance in the neighbourhood when taking into account other Sex Services Premises operating in the neighbourhood. In this regard, Council may not permit “congregation” of sex services premises in close proximity to each other so as to form or potentially form “red light districts”.
- C4. The sex services premises should not be located so as to have an adverse social or environmental effect on existing surrounding and adjoining land uses and businesses in the locality or within the same site.
- C5. The sex services premises should not be located within 200m of community sensitive sites such as schools and residences in residential zones, recreation areas, cycleways and places of public worship.

Access

- C6. Provide sufficient off-street parking to cater for the specific needs of the brothel having regard to the scale of the activity and other activities situated on the same property.
- C7. Access to the premises shall not be visible from a public place.
- C8. Carparking areas, access corridors and entrances are to be adequately lit for the security of both workers and clients.

Layout

- C9. It is imperative that suitable reception/waiting areas be provided to the brothel so as to prevent clients loitering outside these premises.
- C10. The layout of the proposed brothel when in operation shall not cause any disturbance in

Industrial Controls

the neighbourhood that is a direct result of its scale, (including the number of sex workers, support staff, clients, lighting and/or noise).

- C11. In no circumstances should sex workers be visible in windows or doorways of their related premises.

8.2. Parking

Objective

- O1. To ensure that any development provides adequate off-street car parking facilities for the traffic it is likely to generate.

Development Controls

- C1. Parking for Sex Services Premises is to be at the rate of 1 space for each 2 employees on the premises at any given time.
- C2. One space should be suitable for disabled parking.
- C3. Parking areas are to be well lit and signposted.

8.3. Hours of Operation

Objectives

- O1. To ensure that Sex Services Premises operate at times where they will have least impact on the community, the environment and nearby land uses.

Development Controls

- C1. The hours of operation are not specified by this DCP. In the case of each development proposal, Council will exercise its discretion in relation to permitted hours of operation of Sex Services Premises in the circumstances of each case, taking into consideration the nature of adjoining land uses, hours of operation/use of those premises and possible conflicts with such uses.

8.4. Security and Public Safety

Objectives

- O1. To ensure that adequate measures are taken to protect the personal safety of workers, clients and the general public, especially when approaching, entering and leaving the premises.

Development Controls

- C1. Ensure that the development conforms to the objectives and controls within Section 10 of Part A of this DCP.
- C2. Provide details on measures to be undertaken to safeguard workers, clients and the general

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public. Such details are to include:

- a) security personnel;
 - b) the lighting of access ways and car parking areas, particularly in respect of isolated premises;
 - c) security doors;
 - d) 'active' uses presented to the street to promote surveillance and safety;
 - e) premises clearly numbered, with the number clearly visible from the street;
 - f) avoid the use of isolated back lanes and poorly lit areas;
 - g) any landscaping that is proposed must not obstruct the visibility from public areas of entrances and exits.
- C3.** The licensing of premises for the sale or consumption of alcoholic beverages is strictly prohibited.

8.5. Health and Building

Objectives

01. To ensure Sex Services Premises are operated in a manner which will not assist the spread of communicable diseases.
02. To promote education of sex industry workers and their clients so as to minimise the risk of contracting sexually transmitted infectious diseases.
03. To ensure that reasonable working conditions are provided for sex industry workers.
04. To provide for an acceptable level of fire protection and safety for persons accommodated in or resorting to the building.

Development Controls

Health

- C1. Make adequate provision for amenities (showers, toilets, basins, etc) for use by workers and clients, having regard to the scale of the proposed development.
- C2. Council's health requirements are specified in Council's Policy "Health Standards for sex services premises" and must be complied with. A summary of the requirements is as follows:-
 - a) the cleanliness of the premises;
 - b) sanitary facilities;
 - c) the safe storage and handling of contaminated waste (including its disposal by the OEH Licensed collectors);
 - d) the provision and cleaning of linen and laundry items;
 - e) pool and spa water complying with the NSW Health Department's "Guidelines for Disinfecting Public Swimming Pools and Spa Pools";
 - f) education of workers and their clients;
 - g) the provision and storage of condoms and other approved latex products under the Therapeutic Goods Accreditation;
 - h) health of sex workers;
 - i) the examination of clients;
 - j) ventilation and lighting;
 - k) noise; and
 - l) bars and food preparation areas.

Industrial Controls

Fire Safety

- C3.** Keep passageways, hallways, corridors, egress paths and the like clear of obstructions and accessible to a minimum width of one (1) metre or a greater distance if so directed by Council.
- C4.** Provide fire safety equipment, emergency lighting, exit signs, smoke detectors and any other essential services to the satisfaction of Council.
- C5.** Provide the correct type of portable fire extinguishers (for example, water-based extinguishers for paper and wood fires; dry chemical extinguishers for electrical fires). These must be appropriately identified, accessible and their location(s) made known to all employees.
- C6.** Ensure all essential services are serviced by a suitably qualified person and a Certificate of Compliance must be forwarded to Council annually.
- C7.** Establish and signpost evacuation procedures with instructions, and carry out emergency drills on a regular (minimum 3 monthly) basis. Ensure adequate general maintenance of all work buildings and structures. This should cover, for example, electrical safety and maintenance of floors to avoid trip hazards.

Application to Close a Brothel

Note: Council can make an application to the Land and Environment Court under Sections 121B and 121ZR of the Environmental Planning & Assessment Act for premises not to be used as a brothel.

- C8.** Council will consider taking action under current legislation where evidence is submitted to Council's satisfaction that the premises is causing sufficient disturbance to the neighbourhood to warrant action.

9. Yennora Distribution Park

The following controls apply to Yennora Distribution Park, being land described as Lot 2 DP 711948, and known as 14-54 Dennistoun Avenue, Yennora.

Introduction

The subject property is one of the most significant industrial sites in Sydney and in the Holroyd local area. The combination of size, location, accessibility and the well developed railway infrastructure provides a strategically important asset having local, regional and state status.

The site has been used historically as a major wool warehousing and distribution centre. In recent times other storage and distribution activities have developed on the site.

In the short to middle term, the property will continue to be used for wool related activities and other conforming uses.

The vision for the site is to maximise its efficient use and development as a strategic industrial property, which will be a major employment and business centre in Holroyd and the greater metropolitan area.

This vision, including redevelopment and change of use of existing buildings and development of vacant land, must be carried out while ensuring operations and activities have regard to the impact on the features of the site and surrounds.

Objectives

01. To establish a strategic planning framework to guide the future development of the site.
02. To acknowledge the strategic importance of the site as a generator of major economic and employment activity for both the Holroyd area, and for the Sydney Region.
03. To recognise the regional significance of the site as a potential major inter-modal distribution centre servicing western Sydney.
04. To identify opportunities to enhance the economic potential of the site as an inter-modal distribution centre servicing western Sydney.
05. To ensure that future development on the site satisfies environmental and design standards and satisfies community expectations.

Industrial Controls

9.1. Building Form

Objectives

01. To ensure that any new building works comply with the Building Code of Australia.
02. To ensure a high standard of visual and environmental quality.

Development Controls

- C1. All building works associated with the construction of new stand alone premises are to comply with the Building Code of Australia.
- C2. The compliance of existing buildings with contemporary building and fire standards will be determined when alterations are proposed to such buildings.
- C3. Any future building works proposed to take place on those parts of the site in close proximity to adjacent residential zones must have regard to the following:
 - a) The visual appearance of the development when viewed from surrounding areas.
 - b) The reflective qualities of proposed external building treatments and their potential to cause nuisance glare.
 - c) The possible impact of noise, vibration and dust generated by operations and activities in the proposed building or surrounds.
- C4. Building facades to all street frontages and a minimum of a 3 metre return, shall be constructed of brick, split masonry block or pre-cast exposed aggregate panels, with a minimum of 3.5mm aggregate. No standard concrete block work can be permitted. Painted masonry will not be accepted unless the applicant can demonstrate that the building has outstanding architectural merit incorporating special features.
- C5. Side and rear walls, not visible from the street, can be constructed in galvanised iron, zincalume, fibre cement or pre-colour coated metal sheeting. Council encourages the use of pre-colour coated metal sheeting, as this cladding is more aesthetically pleasing and environmentally sustainable.
- C6. Roof cladding is acceptable in tiles, galvanised iron, zincalume, or pre-colour coated metal sheeting. Locate roof ventilators, exhaust towers, hoppers and the like, as far as practicable, so as not to be readily visible from any public or residential area.

9.2. Building Setbacks

Objectives

01. To ensure suitable setback from street frontages to enable the landscaping treatment of such when viewed from public areas; and
02. To ensure that the physical separation between industrial and residential land uses, which is characteristic of the existing development on site can be maintained over the longer term.

Development Controls

- C1. A minimum setback of 30.48 metres from the frontage to Dennistoun Avenue;

Industrial Controls

- C2. All buildings and hardstand areas must be setback a minimum of 15 metres from boundaries to all other public roads; and
- C3. Car parking and hard stand areas may be permitted within the setback distance subject to Council consent.

9.3. Fire Safety

Development Controls

Given the size of the tenancies and the current nature of activities and uses on the site, fire safety is one of the major issues relating to any new use or development proposed.

- C1. In any development proposal on this site, provide detailed information on the proposed uses or activities, so that Council can assess the likely fire hazard of the proposed use and ensure appropriate fire fighting measures are implemented.
- C2. Attention is also drawn to the fire safety provisions for industrial buildings contained in the Building Code of Australia (BCA) and the Environmental Planning and Assessment Act 1979 (EP & A Act). Particular attention should be given to Part C2 of the BCA - "Floor Area Limitations", Part D - "Means of Egress" and Part E1 - "Fire Fighting Services and Appliances". Development applications lodged with Council for approval, may be referred to the NSW Fire Brigades.

9.4. Vehicle Access

Objectives

- O1. To ensure that vehicle movements generated by the existing and future uses of the property are concentrated on non-residential streets surrounding the property.
- O2. To ensure the safe and efficient movement of vehicles within the site.

Development Controls

- C1. Works to Council satisfaction are to be carried out on the entry point to the site from Dennistoun Avenue to physically restrict the ability for trucks to enter or exit the site from this point.
- C2. All proposals for additional development are to demonstrate how heavy vehicle movements associated with the additional development will be minimised on neighbouring residential streets.
- C3. Heavy vehicle access to the site is permitted only through the existing main site entrance on Loftus Road and the entrance on Byron Road.
- C4. No access to and from the site is permitted from Dennistoun Avenue after 7.00pm and before 6.00am Monday to Friday and is to be closed all day on Saturday and Sunday.
- C5. No new site access points are permitted onto Dennistoun Avenue or Byron Road.
- C6. New vehicle access points to the site may only be obtained from Loftus Road.
- C7. Access to and from the site between the hours of 7.00pm and 6.00am is restricted to those occupiers who have written approval from Council for hours of operation extending into that

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time period. During these times access will be restricted to the Loftus Road entrance where a security guard is to deny access to vehicles attempting to enter the premises without consent to operate during these hours. A logbook documenting after hours access shall be available for inspection by Council upon request.

- C8. Development proposals must be supported by a description of proposed internal site movements.
- C9. Development applications will be referred to the Roads and Maritime Service in accordance with the provisions of Schedule 3 of the State Environmental Planning Policy (Infrastructure) 2007.
- C10. Traffic generation rates for future development will be assessed to determine whether developer contributions will be conditioned for traffic calming devices on Dennistoun Avenue.
- C11. Trucks accessing and leaving the site northwards are required to utilise:
 - a) The Cumberland Highway via Woodpark Road, Fairfield Road and Dursley Road and Loftus Road; or
 - b) McCredie Road and Sturt Street. (When traffic signals are provided at Sturt Street and Cumberland Highway, then the McCredie Road and Sturt Street route will be the only access route permitted.)
- C12. Trucks accessing and leaving the site southwards are required to utilise Fairfield Road, Dursley Road and Loftus Road; or Pine Road and Loftus Road
- C13. Trucks accessing the site are not to use Military Road, Chetwynd Road, Sherwood Road/ Centenary Road, Fowler Road, Dennistoun Avenue or Byron Road (between Carrington Road and Guildford Road West).

Signs must be erected on all entrance gates advising truck drivers that they are not to park or queue in Dennistoun Avenue, Byron Road or any other residential street in the vicinity of the Yennora Distribution Park. Such signs are to include details of the required access and egress routes to and from the Yennora Distribution Park as set out in Part D.

9.5. Car Parking Provision

Objectives

- O1. To ensure that adequate car parking exists for persons employed on the site.
- O2. To ensure that the amount of car parking on site has regard to the unique characteristics of car parking demands generated by land uses on the property.

Development Controls

- C1. Provide car parking for any warehousing, non-warehousing and distribution related activities on the site consistent with the provisions of the parking section in Part A of this DCP.
- C2. Ensure the design of any future car parking areas complies with Council's requirements specified in the parking section in Part A of this DCP.

Industrial Controls

9.6. Amenity Issues

Objectives

- O1. To ensure that existing and proposed land uses on the site have minimal impact on nearby residential amenity.

Development Controls

- C1. Stack shipping containers to a maximum height of four containers, unless it can be shown that shipping containers stacked to a greater height will not adversely affect the visual amenity of the adjoining residential area or be unsafe.
- C2. Demonstrate to Council's satisfaction that any proposed development will have minimal impact on the amenity of adjacent residential areas. Comply with the requirements of Section 3.3 of this Part this DCP.
- C3. Hours of operations will be determined accordingly. Such assessment must comply with the acoustic standards set out in the OEH's "Industrial Noise Policy";
- C4. Operations are restricted to the hours of 7.00am - 6.00pm Monday to Friday and 7.00am - 12 noon Saturday with no operations on Sundays or public holidays.
- C5. Operations outside these hours, up to 24 hour operations, will be considered by Council upon submission of an acoustic report which is deemed 'acceptable' by Council and prepared by a suitably qualified acoustic engineer.

Notes:

In order to determine the acceptability of an acoustic report, Council's officers may, depending on the level of complexity of the acoustic report, refer such report to a second acoustical engineer for appraisal at full cost to the applicant.

The proposed occupations of existing or future buildings within the YDP that are located adjacent to residential areas must be industries prepared to operate within the restricted hours. Consideration of 24 hour operations within buildings adjacent to residential areas will only be given under particular circumstances where an acceptable acoustic report has been received for an industry that has an operation that will not interfere with the peace and repose of nearby residents.

Industrial Controls

9.7. Landscaping

Objectives

01. To ensure that all future development is appropriately landscaped in order to contribute to the aesthetic appeal of workplace environments.
02. To contribute to a reduction in building mass and bulk when buildings are viewed from public areas and from nearby residential areas.
03. To increase the likelihood of long-term survival of landscaping by using species which are adapted to the local environment, and to minimise the potential for exotic species to invade remnant bushland on the site.

Development Controls

- C1. Proposals for new building works are to incorporate landscaping as part of overall building design.
- C2. Landscaping is to be conducted utilising locally indigenous native plant species.
- C3. Landscaping works adjacent to the locally and regionally significant remnant vegetation on the site are to be designed as a buffer zone to reduce building impact, weed invasion and assist in the long term preservation of Areas “A” and “B” on the plan contained in Appendix 2 in this DCP.

Note: See also Section 3.0 of this Part.

9.8. Remnant Vegetation

Objectives

01. To recognise the local and regional significance of remnant vegetation this exists on the site.
02. To recognise the State (Schedule 2, Threatened Species Conservation Act 1995) and National (ROTAP - Rare or Threatened Australian Plant) significance of *Acacia pubescens* which is present in the undeveloped north-eastern portion of the site.
03. To recognise the presence of any Endangered Ecological Communities and species listed under schedule 1 of the Threatened Species Conservation Act (TSCA) 1995 which contained on the site.
04. To ensure that all future development addresses the provisions of the Environmental Planning and Assessment Act, 1979 and the Threatened Species Conservation Act 1995, especially the specifications contained in any relevant Recovery Plan in respect of vegetation communities and individual species present on the site.

Development Controls

- C1. No development is permitted within Areas “A” and “B” on the plan contained in Appendix 1 of this DCP without consideration of the provisions of the Threatened Species Conservation Act 1995.
- C2. Development immediately adjacent to the Areas “A” and “B” on the plan contained in Appendix 1 must demonstrate that it causes minimal impact on remnant vegetation.

Industrial Controls

- C3.** Development outside of Areas “A” and “B” must ensure there is no threat to any threatened species.
- C4.** A management plan for the native vegetation present at the Yennora Distribution Park has been prepared. The long-term aim of this plan is the retention and management of an Endangered Ecological Community and a threatened plant species. The management plan incorporates the following:
- a) a description of the flora species present in the remnant native vegetation on the site;
 - b) evaluation of the conservation significance of the native vegetation on the site;
 - c) recommendations to minimise the impact of proposed additions to the existing industrial development on the site;
 - d) recommendations for the management of the native vegetation on the site; and
 - e) recommendations for future site landscaping.

9.9. Stormwater Management

Objectives

- O1.** To ensure that stormwater is controlled so as to avoid damage to private and public property.
- O2.** To ensure that any new hard stand and roofed areas do not result in any net increases in down stream flows during storm events.
- O3.** To ensure that uncontrolled stormwater flows do not threaten the long term survival of remnant vegetation.

Development Controls

- C1.** Provide all roofing and hard stand areas with adequate drainage systems.
- C2.** Incorporate on site stormwater detention systems in the design of any new hard stand area or new building works. The design of such detention works are to be in accordance with Council’s “On-site Stormwater Retention Policy” and certified to:
 - Council’s satisfaction upon completion of works; and
 - Compliance with Council’s other drainage requirements.

9.10. Infrastructure and Services

Objectives

- O1.** To ensure that all required services and infrastructure are provided in accordance with appropriate standards.

Development Controls

- C1.** Provide water, sewer, telecommunication, gas and electricity to new development to Council’s and servicing authority standards.
- C2.** Construct all new roads and hardstand areas to Council’s satisfaction (see Part A of this DCP, Section 5.8 - Road Design and Construction within all Industrial Zones).

Industrial Controls

- C3. Carry out bulk earthworks to Council's satisfaction.

9.11. Site Contamination and Land Filling

Objectives

- O1. To recognise that existing undeveloped areas on site are largely free of contamination.
- O2. To recognise that no data exists on the possible contamination of developed land on site.
- O3. To ensure that Council is satisfied that no new building works take place on land contaminated by previous land uses.
- O4. To ensure future building works are constructed on stable sub-surfaces.

Development Controls

- C1. Council requires evidence of existing site contamination prior to the approval of new building works on the site.
- C2. New building works are to demonstrate the geotechnical stability of sub-surface conditions prior to Council issuing a Construction Certificate.

9.12. Railway Infrastructure

Objectives

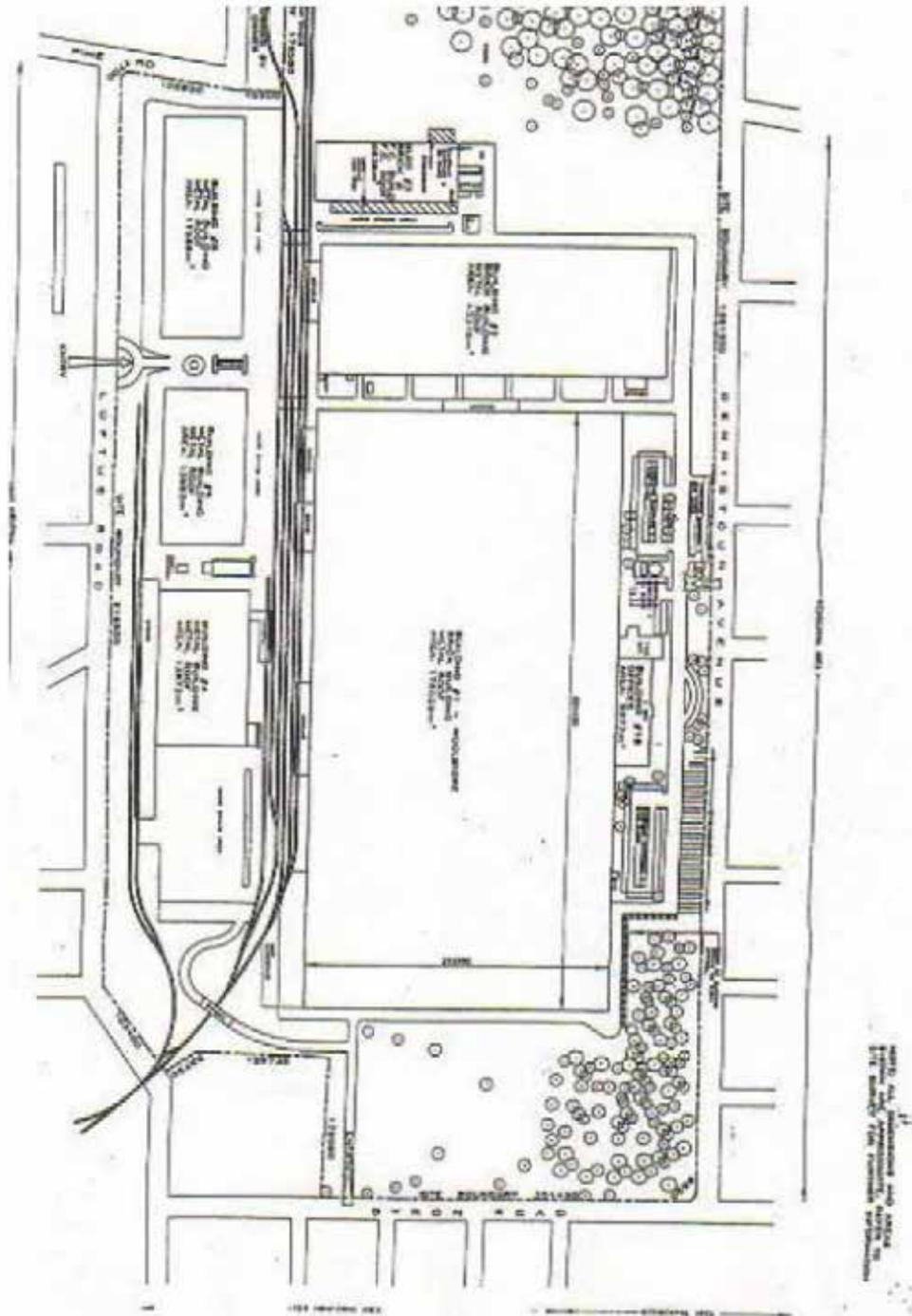
- O1. To ensure that the future development of the railway infrastructure does not negatively impact upon the amenity of surrounding residential development.

Development Controls

- C1. Future development applications involving the upgrading and development of new rail infrastructure are to provide a detailed description to Council of the nature of use of such infrastructure.
- C2. Ensure that train arrivals and departures and carriage shunting operations are restricted to between the hours of 7.00am to 6.00pm Monday to Friday, 7.00am to 12.00 noon Saturday, with no operations on Sundays and public holidays. Where this cannot be achieved, written evidence as to why these hours cannot be met should be provided for consideration by Council.

Industrial Controls

Appendix I: Site Plan for Yennora Distribution Park



Industrial Controls

Appendix 2: Remnant Vegetation Areas in Yennora Distribution Park

