

BLACKTOWN DEVELOPMENT CONTROL PLAN 2015

CLAUSE	CONTROL	COMPLIANCE	COMMENT
Section 6.3	<p>Car parking is to be provided for specific types of development in accordance with the standards shown in Table 6.1. Parking is to be provided off-street and is to be readily identifiable and accessible from public roads:</p> <ul style="list-style-type: none"> ▪ 1 space per 75sq.m GFA <p>Plus</p> <ul style="list-style-type: none"> ▪ 1 space per 40sq.m GFA for the office component 	MERIT ASSESSMENT	<p>Per DCP car parking rates, 716 car parking spaces are required to be provided. With a peak staff demand of only 106 persons, the DCP rate would result in more than 6 spaces per staff member. This is considered to be a significant over provision of car spaces and the proposed provision of 165 parking spaces would more than cater for the demands of staff parking whilst seeking to provide a balance with the recommendations of the Green Travel Plan report to promote alternatives modes of travel to / from the development. Refer to the Traffic and Parking Assessment Report prepared by Positive Traffic and appended as Appendix 10.</p>
Part E - Section 4 Design Guidelines			
Section 4.1	<p>In all industrial areas within the City of Blacktown no buildings are to be erected on any land within:</p> <ul style="list-style-type: none"> (a) 20m of the street alignment of a road zoned SP2 Infrastructure - Classified Road (b) 10m of the street alignment of a road zoned SP2 Infrastructure - Local Road or an industrial collector road. The industrial collector roads comprise Holbeche Road, Huntingwood Drive, Glendenning Road and Power Street (east of Glendenning Road) (c) 7.5m of the street alignment of any other road (d) 15m of an adjoining residential zone or 5m of an adjoining RE1 Public Recreation or SP2 Infrastructure (Educational Establishment) zone, where any of these zones is not separated from an industrial zone by a road (with the exception of the Kings Park Industrial Area as detailed below). 	YES	<p>No buildings are proposed within 10m of Glendenning Road or 7.5m of the street alignment of any other road.</p>



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	Council may consider allowing car parking within the setback to a SP2 Infrastructure - Classified Road, to within 10m of the street alignment, if the design of the development creates an attractive streetscape. This includes both building appearance and landscaping treatments. Landscape mounding may be required to lessen the visual impact of car parking located within the setback to the Great Western Highway and the M4 Motorway.	NOT APPLICABLE	Not applicable. No car parking proposed within the setback to a SP2 Infrastructure - Classified Road.
	In the Kings Park Industrial Area the following specific building setbacks apply: (a) 15m from the RE1 Public Recreation zone adjoining the northern boundary of the Kings Park Industrial Area, except that limited parking and storage facilities may be permitted within 6m of the rear walls of buildings located on the lots on the northern side of Binney Road (b) 30m from the residential zone adjoining the western boundary of the Kings Park Industrial Area.	NOT APPLICABLE	Not applicable. The subject site is not located within the Kings Park Industrial Area.
	In the case of corner allotments, the minimum setback required for the secondary frontage shall be 5m on roads zoned SP2 Infrastructure - Classified Road or SP2 Infrastructure - Local Road or on industrial collector roads and 3m on all other roads, provided that the building presents a satisfactory facade to the street with good design and landscaping elements. Blank wall facades will not be satisfactory.	YES	The proposed setback to Woodstock Avenue would exceed 3m ensuring the patch of mature native vegetation located along the southern boundary identified as outstanding biodiversity value is retained.
	Council may increase the minimum front setback where, in Council's opinion, the proposed development is of a bulk	YES	A front setback in excess of DCP controls is proposed to ensure the proposed built form is not overbearing when viewed from the public



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	<p>and scale that is out of character with existing development in the estate and where landscaping techniques are not sufficient to ameliorate the visual impact of the proposed building. Variations to the building line standards outlined above may be granted by Council for infill development in existing industrial areas fronting major roads. Each case will be considered on its merits and applicants are advised to discuss any proposal with Council.</p>		<p>domain and allowing sufficient landscaping is provided along the Glendenning Road frontage.</p>
	<p>Side and rear setbacks may also be required depending on the nature of adjoining development and the circumstances of individual cases. Applicants are encouraged to discuss this matter with Council prior to lodging a DA.</p>	<p>YES</p>	<p>Suitable side and rear setbacks are proposed. In particular, the proposed setback to Woodstock Avenue ensures the patch of mature native vegetation identified as outstanding biodiversity value is retained. The proposed setback to Eastern Creek to the rear and the SP2 Drainage zone to the north are considered sufficient and will be suitably landscaped.</p>
	<p>Setback areas to public roads are to be landscaped and maintained as open areas only, so as to enhance the streetscape appearance of all industrial development. No storage of any kind is to occur within landscaped setback areas.</p>	<p>MERIT ASSESSMENT</p>	<p>The Glendenning Road setback will comprise an underground fuel storage tank. The siting of this tank below ground ensures that potential visual impacts are mitigated, and a landscaped setback is presented.</p>
	<p>Fencing within the minimum setback area is not encouraged. However, if fencing is required for safety or security reasons any fencing provided must be:</p> <ul style="list-style-type: none"> (a) Open-style fencing (e.g. pool fencing) (b) Fencing which does not obstruct the view of landscaping from the street or a driver's view (from the driveway) of the road. 	<p>YES</p>	<p>Due to the proposed use of the subject site, security fencing is required to be provided. The proposed fencing will not obstruct the view of landscaping from the street and details of the proposed fencing is included within the Landscape Plans prepared by Geoscapes and appended as Appendix 12.</p>



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	Where developments front roads zoned SP2 Infrastructure – Classified Road or SP2 Infrastructure – Local Road, fencing shall be provided and shall be a minimum height of 1.2m and constructed so as to prevent vehicular and pedestrian access to or from those roads.	MERIT ASSESSMENT	Fencing exceeding 1.2m in height is proposed due to the need for security fencing around the subject site. This fencing is considered to be of a high-quality design and landscaping is proposed around this fencing to ensure it does not appear visually dominant in the streetscape.
	All fencing materials used shall be to Council’s satisfaction. Pre-painted solid metal fencing is not acceptable to Council.	YES	Pre-painted solid metal fencing is not proposed as part of the subject SSDA.
Section 4.2	<p>Landscaping plans are to be submitted with the DA and should include the following:</p> <ul style="list-style-type: none"> (a) North point (b) Scale (c) Main structures on the site (buildings, carparks, driveways, walls, fences, paving, storage areas, etc.) (d) Existing trees to be removed or retained (e) Proposed planting areas (f) Proposed turfed areas (g) Outdoor recreation, seating or play areas (h) Drainage areas (i) Name and contact telephone number of the person who prepared the plans (j) Contours and spot levels (existing and proposed) (k) Details of paving, fencing, wall and edge treatments (l) Details of seating and other outdoor furniture including bins, bollards and signs (m) Lighting (n) Irrigation (o) Planting schedule including botanical and common names 	YES	Landscape Plans have been prepared by Geoscapes and are appended as Appendix 12 .



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	(p) Sections and/or elevations where necessary to show special features or alterations in levels.		
	Landscaping is deemed to include both hard and soft works. Hard works include such things as paving, ramp walls, ornamental pools, terracing, sculptures, retaining walls and kerbing. Soft works refer to vegetation (including grass, shrubs and trees) and earthworks.	YES	Landscaping that includes both hard and soft works are proposed as part of the subject SSDA. Refer to the Landscape Plans prepared by Geoscapes and appended as Appendix 12 .
	Landscaping should be integrated with the overall building design and used to: <ul style="list-style-type: none"> (a) Highlight architectural features, aesthetic qualities and provide a human scale development (b) Define and identify areas such as site and building entries and car parking areas (c) Adjust and ameliorate adverse site conditions by providing shade, reducing reflective glare from hard surfaces, providing wind protection, screening and the like. 	YES	It is considered that landscaping has been integrated with the overall building design. The buildings have been thoughtfully designed to engage with the street and other surrounding areas, featuring quality landscaping along the street frontages. This includes large building setbacks, and landscape buffers. Both the design of the proposed built form and proposed landscaping assist with breaking up of the façade. Geoscapes has prepared a Visual Impact Assessment Report for the proposed development, which is included as Appendix 9 .
	Landscaping proposals should generally be in accordance with the following requirements: <ul style="list-style-type: none"> (a) Every effort should be made to preserve existing trees and any associated native understorey in accordance with the provisions of Clause 5.9 of Blacktown LEP 2015 (Preservation of Trees or Vegetation) (b) All setback areas are to be landscaped and maintained incorporating as many existing trees as possible. Undeveloped areas are to be stabilised to prevent soil erosion. Landscaping may be required around the perimeter of undeveloped areas 	YES	Preservation of existing vegetation has been prioritised as part of the proposed development. A patch of mature native vegetation exists along the southern boundary, which is identified as outstanding biodiversity value. An established landscaping strip is located along the Glendenning Road frontage, providing some screening of the existing buildings. These areas of vegetation will be retained as existing. Where tree removal is required, suitable replacement planting is proposed in an effort to break up hardstand areas and the visual dominance of the built form.



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	<p>(c) Car parking areas are to be suitably treated with landscaping to soften the appearance of the areas and to provide shade for parked cars. At a minimum standard one tree should be planted every 10 metres and be at a minimum height of 1m at the time of planting. Trees should be planted to achieve 50% shading of the carpark at ten year maturity. Appendix 1 provides a list of the tree species recommended by Council, with native species favoured. Undeveloped areas are to be stabilised to prevent soil erosion</p> <p>(d) All landscaped areas are to be separated from vehicular areas by means of a kerb, dwarf wall or other effective physical barrier, however full fencing of landscaped areas is not encouraged</p> <p>(e) Earth mounding (where on-site detention of drainage is not required) may be used within the setback area. Embankments that are not finished with rockeries or walls should not be steeper than 1:4 gradient in order to enable vegetation to be grown and maintained</p> <p>(f) All irrigation systems shall be automatic and designed to meet specific site requirements. Minimisation of water consumption should also be a consideration in the design of irrigation systems. Reliance on irrigation systems for the survival of chosen plant species is not encouraged.</p>		
	<p>All landscaping is to be completed to Council's satisfaction prior to occupation of the development. Details of the works, including proposed plant species, are to be provided in the landscaping plans submitted with the DA.</p>	<p>YES</p>	<p>Details of plant species are provided as part of the Landscape Plan prepared by Geoscapes and appended as Appendix 12.</p>



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<p>Section 4.3</p>	<p>Where development is proposed on major traffic routes or on land near to or adjoining a residential zone, a RE1 Public Recreation zone, or sensitive uses such as schools, Council will have particular regard to the following:</p> <ul style="list-style-type: none"> (a) The appearance of the development from through roads and adjoining land. For example, building materials and landscaping which require little maintenance are preferred and screen walls and/or landscaping may be effective in screening industrial development (b) The appearance of the development from elevated residential areas. For example, the use of non-reflective building materials or the use of materials which blend with the landscape (c) The likely level of air pollution (both odour and chemical content) to be emitted by the development. Approval may be required from the NSW Office of Environment and Heritage for some development (d) The likely level of noise to be emitted by the development, particularly its effect on the use of adjoining residential land. In general, noise generated by a development should not exceed the existing background sound pressure level by more than 5dB(A). A statement of compliance with this standard from an acoustic consultant may be required to be submitted with the DA (e) The potential effect of the development on solar access to adjoining nonindustrial land. Council may require the submission of shadow diagrams indicating the effect of shadows between 9am and 3pm on 21 June. 	<p>NOT APPLICABLE</p>	<p>Not applicable. The subject site is not located on major traffic routes or on land near to or adjoining a residential zone, a RE1 Public Recreation zone, or sensitive uses such as schools.</p>
<p>Section 4.4</p>	<p>Council seeks to minimise or eliminate land use conflicts between the IN1 zone and surrounding residential</p>	<p>YES</p>	<p>The proposed development will not result in a land use conflict between the general industrial zone and surrounding residential areas.</p>



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	neighbourhoods without unnecessarily altering or restricting the development potential of land within the IN1 zone.		
	When assessing a DA for land in the IN1 zone and located within 250 metres of land zoned for residential purposes, Council must take into consideration the matters listed in Clause 7.8 of Blacktown LEP 2015.	NOT APPLICABLE	Not applicable. The subject site is not located within 250 metres of land zoned for residential purposes.
Section 4.5	To complement landscaping and ensure a high standard of visual and environmental quality, Council encourages high aesthetic standards for building designs.	YES	It is considered that a high aesthetic standard is proposed. Both the design of the proposed built form and landscaping assist with breaking up the façade. A patch of mature native vegetation exists along the southern boundary, which is identified as outstanding biodiversity value. An established landscaping strip is located along the Glendenning Road frontage, providing some screening of the existing buildings. These areas have been prioritised for retention and assist with mitigating the visual dominance of the proposed built form.
	Attractive building design can, in most cases, be achieved simply and at comparatively low cost and applicants are encouraged to consider variations in fascia treatments, roof lines and selection of building materials to achieve an attractive design.	YES	The proposed development is strategically situated within an industrial zone and away from residential areas. The buildings have been thoughtfully designed to engage with the street and other surrounding areas, featuring quality landscaping along the street frontages. It is considered that the proposed design of the built form will create visual interest, in particular around variations in colours and materials used within the buildings facades.
	Applicants must submit with their DA details of the design of the development with the exception of construction details. Construction details will be required to be submitted with a Construction Certificate application to either Council or a private certifier. Applicants may be required to submit	YES	Suitable details relating to the design of the proposed development have been submitted as part of the subject SSDA.



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	detailed descriptions and samples of facing and roof materials for the separate approval of Council.		
	All building construction must comply with the requirements of the <i>Building Code of Australia</i> . The following requirements should also be observed: (a) Internal walls of factory units must be of masonry construction and must be carried to the underside of the roof and sealed to Council's satisfaction (b) Separate male and female toilets must be provided to each factory unit. Toilets for persons with a disability may be required.	YES	The proposed development will comply with the requirements of the <i>Building Code of Australia</i> . Refer to the Building Code of Australia Compliance Report appended as Appendix 7 .
	Particular attention is drawn to the fire safety provisions for industrial buildings contained in the <i>Building Code of Australia</i> .	YES	Refer to the Building Code of Australia Compliance Report appended as Appendix 7 .
	All roofing must be provided with adequate gutter and downpipes connected to an approved roofwater drainage system.	YES	All roofing proposed to be provided with adequate gutter and downpipes connected to an approved roof water drainage system.
Section 4.6	Where any materials are to be stored outside the buildings on the site, full details of the parts of the site to be used in that way, and of specific materials to be stored, should be provided by the applicant with the DA.	NOT APPLICABLE	Not applicable. The only proposed storage on the subject site relates to water tanks which are suitably screened by proposed built form or landscaping and will not be visible from the public domain.
	Open storage areas are to be effectively screened and sealed. Such areas are to be located preferably behind buildings. No	NOT APPLICABLE	Not applicable. No open storage areas proposed.



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	storage should occur above the height of proposed screening.		
	In the case of applications which do not include proposed buildings, screen walls or other approved screen devices are to be erected in order to effectively prevent the use of the land being viewed from a public road or any nearby open area or residential zone. Screening devices are to be designed so as to harmonise with any existing or proposed landscaping.	NOT APPLICABLE	Not applicable. Buildings form part of the subject SSDA and therefore this control is not applicable.
Section 4.7	Applicants are required to submit plans and details of proposed vehicular access and circulation for Council's approval with the DA. Details must specifically relate to vehicular movement, layout and turning circles.	YES	Detail on proposed vehicular access and circulation is provided as part of the Traffic and Parking Assessment Report prepared by Positive Traffic and appended as Appendix 10 .
	Adequate vehicular entrance to and exit from the development is to be provided and designed in order to provide safety for pedestrians and vehicles using the site and adjacent roadways. It is preferable that separate ingress and egress be provided to minimise vehicular conflict within development sites. Vehicular ingress and egress to the site must be in a forward direction at all times.	YES	The proposed development provides adequate vehicular access and egress to the subject site. Vehicles will enter and exit the subject site at the same location, minimising the need for additional crossovers.
	All developments must be designed and operated so that a standard single unit truck as defined by <i>Austrroads Design Vehicles and Turning Path Templates</i> (Austrroads 2013) may complete a 3-point or semi-circular turn on the site without interfering with parked vehicles, buildings, landscaping or	YES	It is possible for a standard single unit truck to complete a 3-point turn on the subject site. Refer to the Traffic and Parking Assessment Report prepared by Positive Traffic and appended as Appendix 10 .



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	outdoor storage and work areas. Large- scale developments shall be designed to accommodate semi-trailers. In general, turning circles will be required to be provided to accommodate the largest type of truck which could reasonably be expected to service the site.		
	Council will assess the suitability of manoeuvring areas provided for large vehicles by reference to the standard vehicle turning templates <i>Austroads Design Vehicles and Turning Path Templates</i> (Austroads 2013).	NOTED	Noted.
	Turning circles will not be permitted to encroach upon any building.	YES	Proposed turning circles do not encroach upon any proposed buildings.
	All internal two-way roadways are to have a minimum width of 7m. Lesser widths may be considered for one-way aisles. All internal roadways, circulation and parking areas are to be sealed with a hard-standing, all-weather material. Direction arrows are to be shown on all internal roadways in order to facilitate the satisfactory movement of vehicles.	YES	Suitable roadway widths are proposed to be provided as part of the subject SSDA. Refer to swept path diagrams provided as part of the Traffic and Parking Assessment Report prepared by Positive Traffic and appended as Appendix 10 .
	Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles.	YES	Adequate space is provided for the loading and unloading of vehicles.
	Developments are to comply with the requirements of <i>Austroads Guide to Traffic Management - Part 12: Traffic Impacts on Development</i> in relation to the number, location and design of vehicular entry and exit points.	NOTED	Noted. Refer to the Traffic and Parking Assessment Report prepared by Positive Traffic and appended as Appendix 10 .



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	All parking areas and access roadways must be provided with a drainage system which includes surface inlet pits. Details of pipe sizes (with capacity calculations) and drainage layouts (including discharge points) must be submitted with the DA.	YES	A suitable drainage system is proposed to be provided. Refer to the Flood Impact Assessment Report prepared by ACOR Consultants (Appendix 21).
	Direct vehicular access is denied between individual sites and any road zoned SP2 Infrastructure - Classified Road or SP2 Infrastructure - Local Road in Blacktown LEP 2015 except in special circumstances as outlined in Clause 7.9 of Blacktown LEP 2015 (Development with frontage to a road zoned SP2 Infrastructure - Local Road or SP2 Infrastructure - Classified Road).	MERIT ASSESSMENT	Direct vehicular access is proposed to a SP2 Infrastructure - Local Road as part of the proposed development. This is considered acceptable given the vehicular access points will be generally located in the location of the existing access points. In addition, the potential net peak hour traffic generation of the subject site is low given the low staff demands of the site.
Section 4.8	Car parking standards and guidelines are contained in Section 5 of Part A (Introduction and General Guidelines).	YES	Refer to assessment of Section 5 of Part A above.
	Car parking areas, if possible, should be located immediately behind the minimum setback area and in front of any activity on the site. This arrangement encourages the use of off-street car parking, making the development more attractive to visitors and employees. In addition, car parking areas should be accessible to all parts of the industrial development which they serve.	YES	A portion of the proposed car parking areas will be visible from Glendenning Road, thus encouraging off-street car parking by both visitors and employees.
	Where a building is intended to be divided into lettable units, parking will be calculated for each unit and the appropriate spaces must be nominated on the DA plan and/or strata plan in respect of each unit.	NOT APPLICABLE	Not applicable. The proposed development is not intended to be divided into lettable units.



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	The use of stack parking is not favoured and will only be permitted in special circumstances.	YES	The use of stack parking is not proposed.
	Parking facilities for commercial vehicles should be designed to accommodate the largest type of truck which could reasonably be expected to park on the site.	YES	Detail on proposed vehicular access and circulation is provided as part of the Traffic and Parking Assessment Report prepared by Positive Traffic and appended as Appendix 10 . The Traffic and Parking Assessment Report demonstrates that the largest type of vehicle expected to park on the subject site can safely manoeuvre.
	Sufficient spaces should be provided for parking for persons with a disability. All developments providing 50 parking spaces or more must provide at least 2% or part thereof of those spaces for disabled drivers, clearly marked and signposted for this purpose and located as close as possible to the building's entrance.	YES	Car spaces for people with a disability have been provided and located as close as possible to the building's entrances.
	All parking areas shall be constructed of a sealed hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.	YES	Car parking areas will be constructed with sealed hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.
	Directional signs for car parking areas, loading docks, delivery areas and the like should be designed in an attractive manner and should be located at a convenient point close to the main access to a development site. The colouring, type and scale of signage erected within individual properties should also be considered to ensure consistency within the development.	YES	Suitably designed directional signs for vehicles will be provided on the subject site, where required.



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	<p>Whilst not negating the need for a landscaped buffer at the primary street frontage of properties, car parking areas should be visible from the road providing access to the site. This encourages the use of off-street car parking by both visitors and employees. In addition, car parking areas should be accessible to all parts of the development which they serve.</p>	<p>YES</p>	<p>A portion of the proposed car parking areas will be visible from Glendenning Road, thus encouraging off-street car parking by both visitors and employees.</p>
	<p>Applicants are encouraged to incorporate, in the design of their buildings, safe storage/parking areas for bicycles, with adequate shower and change facilities provided for staff.</p>	<p>YES</p>	<p>Bicycle shelters are proposed to be provided as part of the subject SSDA in addition to shower and change facilities. These measures will facilitate active travel modes for employees.</p>
	<p>Additional guidelines for the design of parking areas can be found within the <i>Austrroads Guide to Traffic Management</i>.</p>	<p>NOTED</p>	<p>Noted.</p>

