

APPENDIX B:

PROPOSED MODIFICATIONS TO DEVELOPMENT DESIGN CONTROLS

| Item | Description of proposed changes (deletions shown with bold strikethrough and additions shown in bold italics) | Reason / comment |
|-------|---|--|
| 3.5 | Landscape and Drainage Network b) 25m 15m wide landscape setbacks to Great Western Highway and Brabham Drive c) 40m 20m wide vegetated buffer to the M4 provides acoustic and visual separation | Changes consistent with Blacktown Industrial DCP which applies to adjacent industrial areas and Huntingwood East Draft Precinct Plan – both precincts front Great Western Highway and the M4 Motorway therefore this modification would create a consistent presentation to each regional road |
| 4.1.1 | Subdivision Layout (Controls): f) 40m 20m wide vegetation buffer is to be provided to the M4 Motorway <i>measured from the site boundary</i> | Changes consistent with Blacktown Industrial DCP and Huntingwood East Draft Precinct Plan and consistent with adjacent industrial development and therefore this would create a consistent presentation to each regional road |
| 4.1.2 | Minimum Lot sizes and dimensions: a) <i>Industrial use</i> lots are to have a minimum land area of 4,000sqm b) <i>Industrial use</i> lots are to have a minimum width at the building line of 45m | Smaller lots may be required for utilities and services |
| 4.6.1 | General Design Principles (Controls): <i>The identified development controls may not be the only means of achieving the identified objectives. Individual applications may request a variation to any control, provided that it can be demonstrated that the applicable design objective will still be achieved. Any application for a variation will be accompanied by written documentation outlining the reasons for the variation and demonstrating that the objective has been achieved.</i> b) No loading docks are to be located facing the Parklands, Great Western Highway, <i>and should be discouraged from fronting the</i> Eco median Road or collector roads c) Parking areas and service loading areas are to be located behind the building line | To provide acknowledgement that compliance with development controls is not always possible, or warranted, as long as the intent of the objectives is achieved Depending on the final design scheme it will not always be possible to prevent any loading and servicing from fronting the internal streets within the estates – accordingly this should be assessed on the merits of the individual proposal. |
| 4.6.2 | Frontage Development | Modification to ensure that |

| | | |
|-------|---|---|
| | <p>e) Where an allotment has its primary street frontage to a collector street a minimum of 60% of the primary building façade at ground level is to be activated by the inclusion of offices, showrooms, building entry ways and the like located to face the street</p> <p>f) Where an allotment has its primary street frontage to a local street or has a frontage to the Parklands or the Park Edge Road, a minimum of 40% of the primary building façade at ground level is to be activated by the inclusion of offices, showrooms, building entryways and the like, located to face the street.</p> <p>e) <i>Building elevations with frontage to a street must present a building form of significant architectural and design merit. For instance, the primary building façade at ground level should be activated by the inclusion of offices, showrooms, building entry ways and the like, or other elevational design treatments to modulate and articulate the facade</i></p> <p>g) Loading docks, loading areas and external storage areas are not permitted along Parklands or park edge road frontages, <i>unless adequately screened by landscaping and/or otherwise integrated with the design composition of building elevations, to the satisfaction of the Director-General</i></p> | <p>development control does not dictate Changes to frontage development to not require numerical restrictions on the proportion of office vs warehouse space but rather to simply require a high quality of presentation to the street which is activated as much as possible. The changes are consistent with other Industrial Area DCPS such as the Erskine Park Employment Area DCP, Penrith Council</p> |
| 4.6.3 | <p>Site Cover:</p> <p>a) A maximum site coverage of 60% 65% <i>including awnings</i></p> <p>Setback Controls:</p> <p>a) Buildings are to be setback: 25m 20m from Great Western Highway of which 15m must be utilised for landscaping; 20m from the site boundary of M4 Motorway of which 20m must be utilised for landscaping.</p> <p>10m from the alignment of other roads of which all 7.5m is to be utilised for landscaping.</p> <p>Other Design Controls:</p> <p>e) The use of metal and tilt up cladding is discouraged on front elevations, unless it can be</p> | <p>Changes to site cover are consistent with Huntingwood East Draft Precinct Plan. Higher site cover enables greater efficiency of land use and greater employment opportunities.</p> <p>Setback controls to be consistent with:</p> <p>Blacktown Industrial DCP 2006:</p> <ul style="list-style-type: none"> • 20m building setback from the street alignment of a road zoned 5(b) • 10m of the street alignment of a road zoned 5(c) or an industrial collector road, e.g. Huntingwood Drive • 7.5m of the street alignment of any other road <p>Huntingwood East Draft Precinct Plan:</p> |

| | | |
|--------|---|---|
| | <p>satisfactorily demonstrated that it forms part of the architectural design solution in association with masonry, glass and other high quality materials.</p> <p>Where a side or rear façade is visible from the public domain, the use of metal and tilt up cladding must only comprise 50% of that wall's cladding material.</p> | <ul style="list-style-type: none"> • 20m from the Great Western Highway of Which 10m must be utilised for landscaping; • 20m from the M4 Motorway Corridor of which 10m must be utilised for landscaping; and 7.5m from other road of which all is to be used for landscaping |
| 4.6.5 | <p>Parking (Controls):</p> <p>b) Car parking is to be located behind the required minimum front landscape setback area</p> <p>Car Parking Rate Table:</p> <p><i>The approval authority may consider a variation to the parking rate for developments if the applicant can justify the variation with a traffic study on the basis of type of use, type of employment and number of employees</i></p> | <p>Specific development car parking needs may necessitate a departure from the stipulated controls, the proposed amendment is consistent with the Huntingwood East Draft Precinct Plan</p> |
| 4.6.6 | <p>Loading and Servicing (Controls):</p> <p>a) Vehicular access, manoeuvring and loading areas are to be separated from car parking areas where possible.</p> | <p>Smaller unit developments may require sharing of car parking and loading and serving areas if supported by a traffic assessment and does not result in</p> |
| 4.6.9 | <p>Private Domain Signage (Controls):</p> <p>b) Freestanding advertising signs are not permitted on frontages facing the Great Western Highway or the M4 Motorway. Signage is limited to fascia signs only identifying the business located on the site.</p> | <p>To clarify the exact nature of the sign not permitted</p> |
| 4.6.10 | <p>Fences and Walls (Controls):</p> <p>b) In general no fencing other than a low feature wall may be erected on any site at the entry driveway.</p> | <p>Tenant security requirements often make these requirements difficult to achieve due to lease boundaries requiring security fencing.</p> <p>There are no controls regarding fencing in the Blacktown Industrial DCP 2006</p> |