



Development Control Plan



327-335 Burley Road, Horsley Park

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Appendix 1 – Letter from Calibre Consulting to RMS dated 18 December 2014

1.0 Introduction

1.1 Name of this Plan

This Plan is known as the Western Sydney Employment Area – Fairfield Development Control Plan 2016 (WSEA Fairfield DCP 2013). It has been prepared pursuant to the provisions of Section 72 of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979).

This DCP has been prepared as part of NSW Planning and Environment's planning controls for the Western Sydney Employment Area (WSEA).

1.2 Land to which this DCP applies

This DCP applies to all development on the land known as Lot 1 DP 106143, 327-335 Burley Road Horsley Park and shown in Figure 1.

1.3 The Purpose of this DCP

The purpose of this DCP is to:

- a. Communicate the planning, design and environmental objectives and controls against which the Consent Authority will assess Development Applications (DAs);
- b. Consolidate and clarify site specific planning controls for the site;
- c. Ensure the orderly, efficient and environmentally sensitive development of Horsley Park as envisaged by the Draft Broader WSEA Structure Plan and *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (the WSEA SEPP);
- d. Promote high quality urban design outcomes within the context of environmental, social and economic sustainability.
- e. Ensure that development will not detrimentally affect the environment ensure that satisfactory measures are incorporated to ameliorate any impacts arising from the proposed development.
- f. Provide safe and high quality work environments for the workers and visitors.

1.4 Structure of this Plan

The main body of this DCP contains objectives and controls, which apply to all development in the Western Sydney Employment Area to which this DCP applies. Table 1 provides a summary of the content within the relevant sections and the appendices.

This DCP is structured as follows:

Table 1: Structure of the WSEA Fairfield DCP 2013

Part	Description
1 – Introduction	Sets out the aims and objectives of the DCP, identifies the land to which the DCP applies, explains the structure of the document, the relationship of the DCP to other planning documents, and explains procedures for exempt and complying development and submitting a DA.
2 – The Development Proposal	Outlines the proposal for the industrial subdivision for the site including the indicative layout plan, staging and the existing brickwork operations.
3 – Environmental Management	Outlines the general environmental issues that apply across the site including ecologically sustainable development, cut and fill, floodplain and water management, salinity and soil management, contamination management, the environmental corridor, bushfire management, Indigenous and European heritage, air quality, odour, noise and vibration and waste management.
4 – Development Controls	Provides objectives and controls to guide the development of the industrial area.

1.5 Relationship to other Plans

1.5.1 *The Environmental Planning and Assessment Act 1979 and the State Environmental Planning Policy (Western Sydney Employment Area) 2009.*

This DCP has been prepared under the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979). It has been prepared to provide additional objectives, controls and guidance to applicants proposing to undertake development within the Fairfield Local Government Area.

It should be read in conjunction with the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP 2009) that provides the statutory planning controls for development in the WSEA.

The area subject to this DCP is zoned IN1 General Industry and E2 Environmental Conservation under the WSEA SEPP 2009 and as shown on Figure 2.

This DCP is consistent with and supports those controls providing more details in relation to how development is to occur.

1.5.2 Fairfield Council planning documents

The Fairfield Local Environmental Plan 2013, Fairfield Local Environmental Plan 1994 and the Fairfield Development Control Plan 2013 do not apply to land within the WSEA SEPP 2009 and this DCP. Some design standards and guidelines of Council do apply and are noted within this document.

1.6 Consent Authority

Fairfield City Council is the consent authority for all development within the applicable land indicated in Figure 1, unless authorised by the EPA&A Act 1979. Council will use this DCP in its assessment of DAs.

1.7 Exempt and Complying Development

The EP&A Act 1979 enables certain forms of development to be classified as either exempt development or complying development through Environmental Planning Instruments.

1.7.1 Exempt Development

Exempt development is development of a minor nature that can be undertaken without the need for development consent.

1.7.2 Complying Development

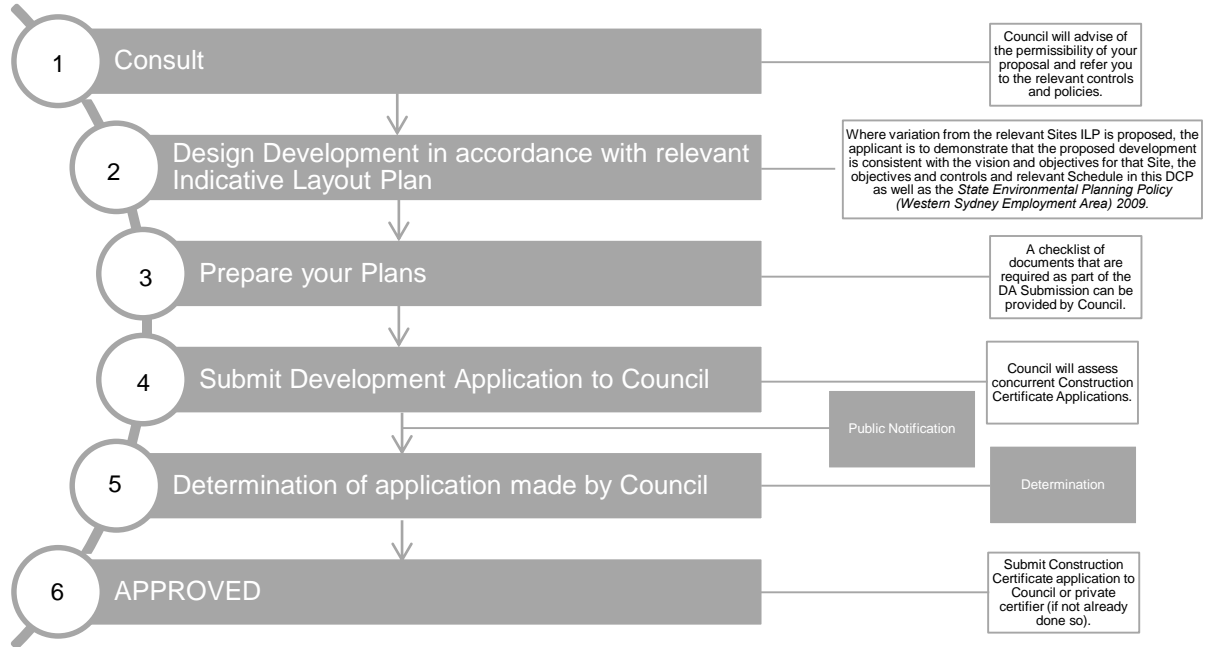
Complying development is development that, providing the provisions of the Building Code of Australia are satisfied, can be assessed through the issuance of a complying development certificate.

The *NSW Commercial and Industrial Code* outlines how internal modifications to commercial and industrial premises in certain zones can meet the complying development criteria. Where a development does not meet the requirements of these Codes, consent is required and this DCP applies.

1.8 Development Application Process

1.8.1 Development Application Process

The development application process is summarised as follows:



1.8.2 Variations to Development Controls

Council may grant consent to a proposal that does not comply with the controls in this DCP, providing the intent of the controls is achieved. Similarly, Council may grant consent to a proposal that varies from the Indicative Layout Plan (ILP), where the variation is considered to be minor and the proposal remains generally consistent with the ILP. As such, each DA will be considered on its merits.

Where variation from the ILP is proposed, the applicant is to demonstrate that the proposed development is generally consistent with the Objectives and Controls in this DCP.

Where a variation is sought it must be justified in writing indicating how the development is meeting the intention of the objectives of the relevant control and/or is generally consistent with the ILP.

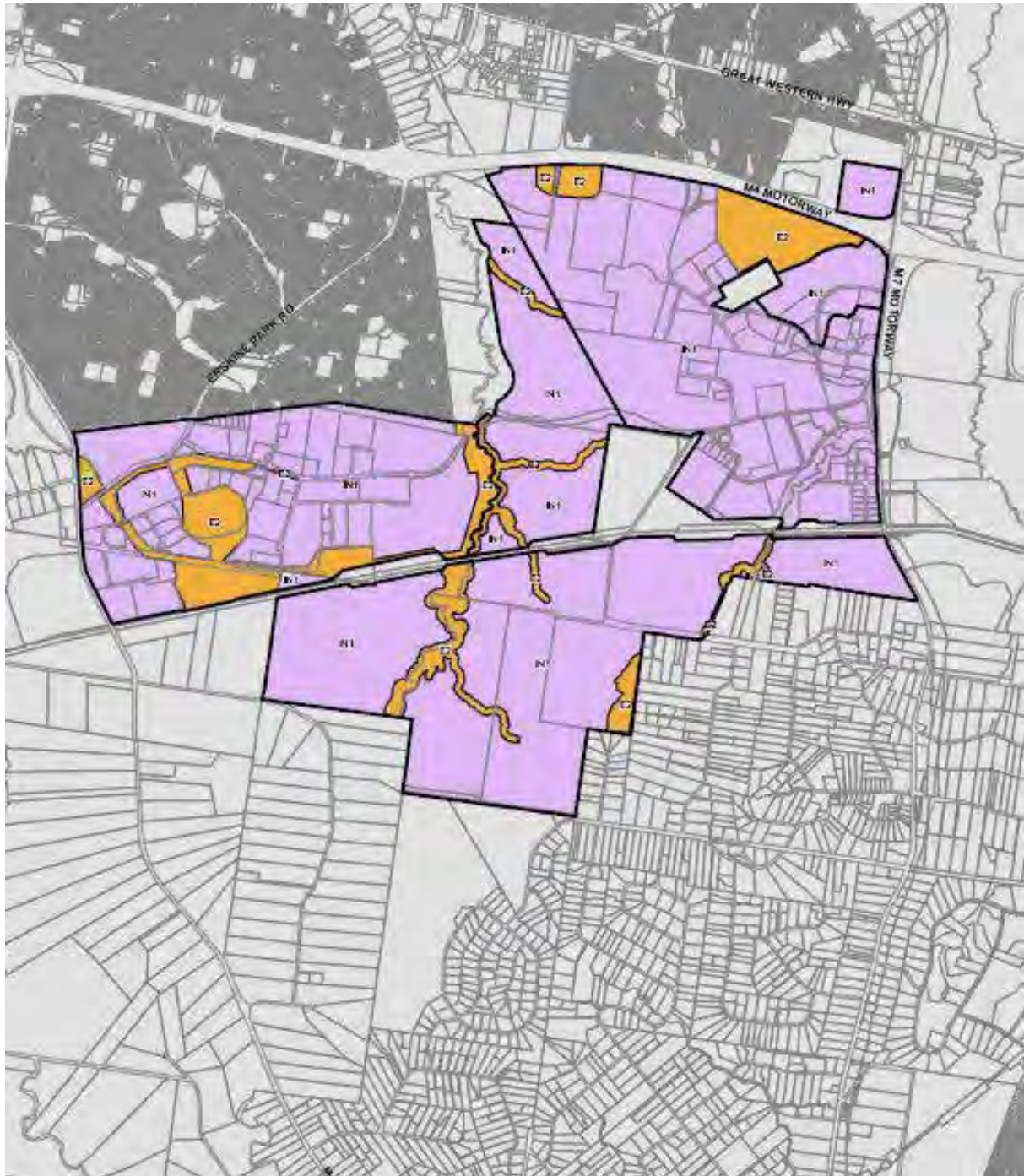
Figure 1 - Area of Application





Legend
■ Subject Area

Source : NSW Government - Land & Property Information SIX Maps

Figure 2 – Zone Plan



Zone

-  E2 - Environmental Conservation
-  IN1 - General Industrial
-  IN2 - Light Industrial
-  Subject Area

Source : State Environmental Planning Policy (Western Sydney Employment Area) 2009 Land Zoning Map

2.0 The Proposed Development

2.1 Industrial Subdivision Layout

The industrial subdivision of Lot 1 DP 106143, 327-335 Burley Road, Horsley Park proposes the creation of 14 industrial lots and one (1) lot for the environmental conservation land, ranging from 1.5 hectares to 13 hectares with vehicle access via an internal loop road from Reserved Road and Burley Road generally as shown on Figure 3.

The subdivision layout and the internal road network provide access for all forms of transport (including access for pedestrians). The internal loop road layout is located to allow the best possible vehicular access to the proposed lots. The internal loop road is 20m wide with a 6.5m wide carriageway, and 3.5m footway on both sides of the road. The proposed road network provides access for vehicles, cyclists and pedestrians.

2.2 Development Staging

The subdivision of the site will be undertaken in three (3) stages to progressively fill the site (as the site has several dams), facilitate the development of Stages 1 and 2 for industrial purposes, while permitting the continued operation of the brick factory until the subdivision of the land in Stage 3. The subdivision will be undertaken generally as outlined below and shown on Figure 4.

Stage 1 includes the following:

- The creation of two (2) lots for future industrial purposes including proposed Lot 101 being 5.03 ha in area and proposed Lot 102 being 5.03 ha in area.
- The construction of approximately 500m of the proposed road (20m in width) off Reserved Road with a temporary turning head at the end of Stage 1.
- Draining of the two dams located in this area.
- Earthworks including the filling of the dams using VENM from within the Stage 2 area.
- On lot storm water detention and stormwater quality treatment for proposed Lots 101 and 102.
- The construction of a water harvesting pond on proposed future Lot 305 identified in Stage 3 for the continuation of the Brickwork operations.
- Tree removal.

Stage 2 works include the following:

- The creation of four (4) lots for future industrial purposes including proposed Lot 201 being 19.23 ha in area, proposed Lot 202 being 5.05 ha in area, proposed Lot 203 being 4.02 ha in area and proposed Lot 204 being 4.0 ha in area. Proposed Lot 201 contains a former landfill site as shown on Figure 5.
- The creation of proposed Lot 205 being 11.51 ha for environmental conservation purposes in accordance with Figure 5. Access to proposed Lot 205 will be via a 6m R.O.C along the northern boundary of proposed Lot 203.
- The construction or approximately 650m of the access road continuing from Stage 1 with a temporary turning head at the end of Stage 2.
- Draining of one dam.
- On lot storm water detention and stormwater quality treatment for the proposed industrial lots.
- Earthworks including the filling of two dams (one is already drained).
- Tree removal on proposed industrial lots only.

Stage 3 works include the following:

- The creation of eight (8) lots for future industrial purposes including Lot 301 being 1.81 ha in area, Lot 302 being 1.81 ha in area, Lot 303 being 1.51 ha in area, Lot 304 being 1.51 ha in area, Lot 305 being 2.01 ha in area, Lot 306 being 4.19 ha in area, Lot 307 being 4.18 ha in area and Lot 308 being 4.01ha in area.
- The continuation and construction of the proposed road from Stage 2 to intersect with Burley Road being approximately 500 metres in length. The position of the intersection with Burley Road will allow for a four way intersection with Burley Road, Old Wallgrove Road and the proposed internal road. The intersection will be subject to future design requirements in accordance with the upgrade of Burley Road to the Southern Link Road.
- Earthworks;
- On lot stormwater detention and stormwater quality treatment for proposed Industrial lots; and
- Tree removal.
- The decommissioning of the brickworks factory and remediation of the site. This will be subject to a separate development application.

2.3 Existing Brickwork Operations

Currently the site is used for an extractive industry for the purposes of brick manufacturing and associated quarrying activities. The proposed industrial subdivision is staged to facilitate the rehabilitation of the subject site, in Stages 1 and 2, and the relocation of the water harvesting pond to land within Stage 3 to allow the brick making operations to continue until the subdivision of Stage 3.

The brick manufacturing facility will operate under its existing consent. However, as it requires a large volume of water, which is used in the manufacturing process, Stages 1 and 2 proposes options for the continuation of harvesting runoff from developed and undeveloped catchments until the development of Stage 3.

Stage 3 will then comprise decommissioning of the brick manufacturing facility and the industrial subdivision.

2.4 Constrained Lands

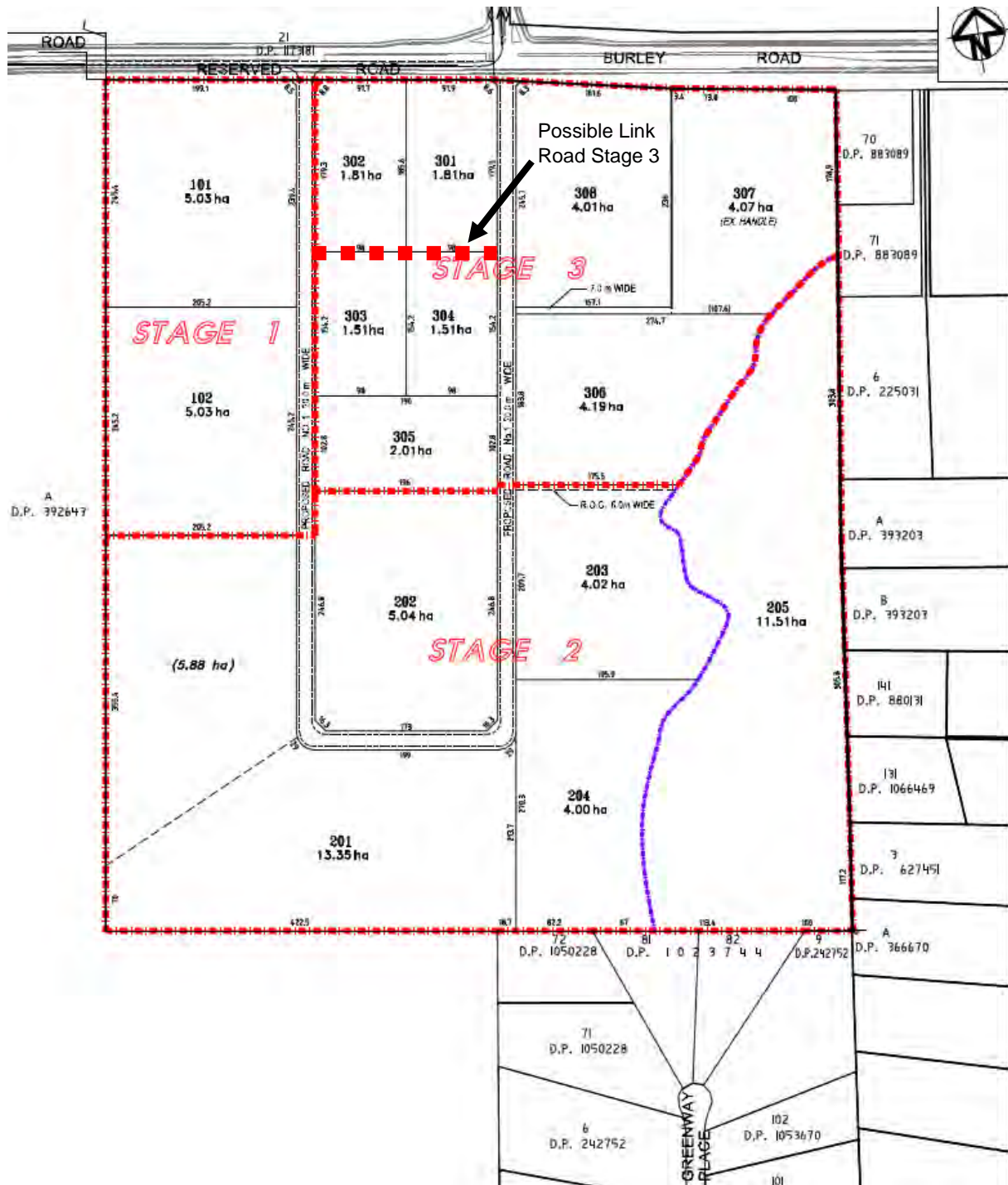
Proposed Lot 205 is zoned E2 Environmental Conservation. A vegetation management plan will be prepared for this conservation lot, which contains the Cumberland Plain Woodland. This plan will address the habitat enhancement for Cumberland Plain Land Snail such as weed removal, log placement from removed habitat areas and exotic snail management. Further, an asset protection zone will be provided along Lot 205 in accordance with the recommendations and buildings will be setback from the environmental conservation lot.

Proposed Lot 201 includes a former land fill site as shown on Figure 5.

2.5 Future Road Connections to the Southern Link Road

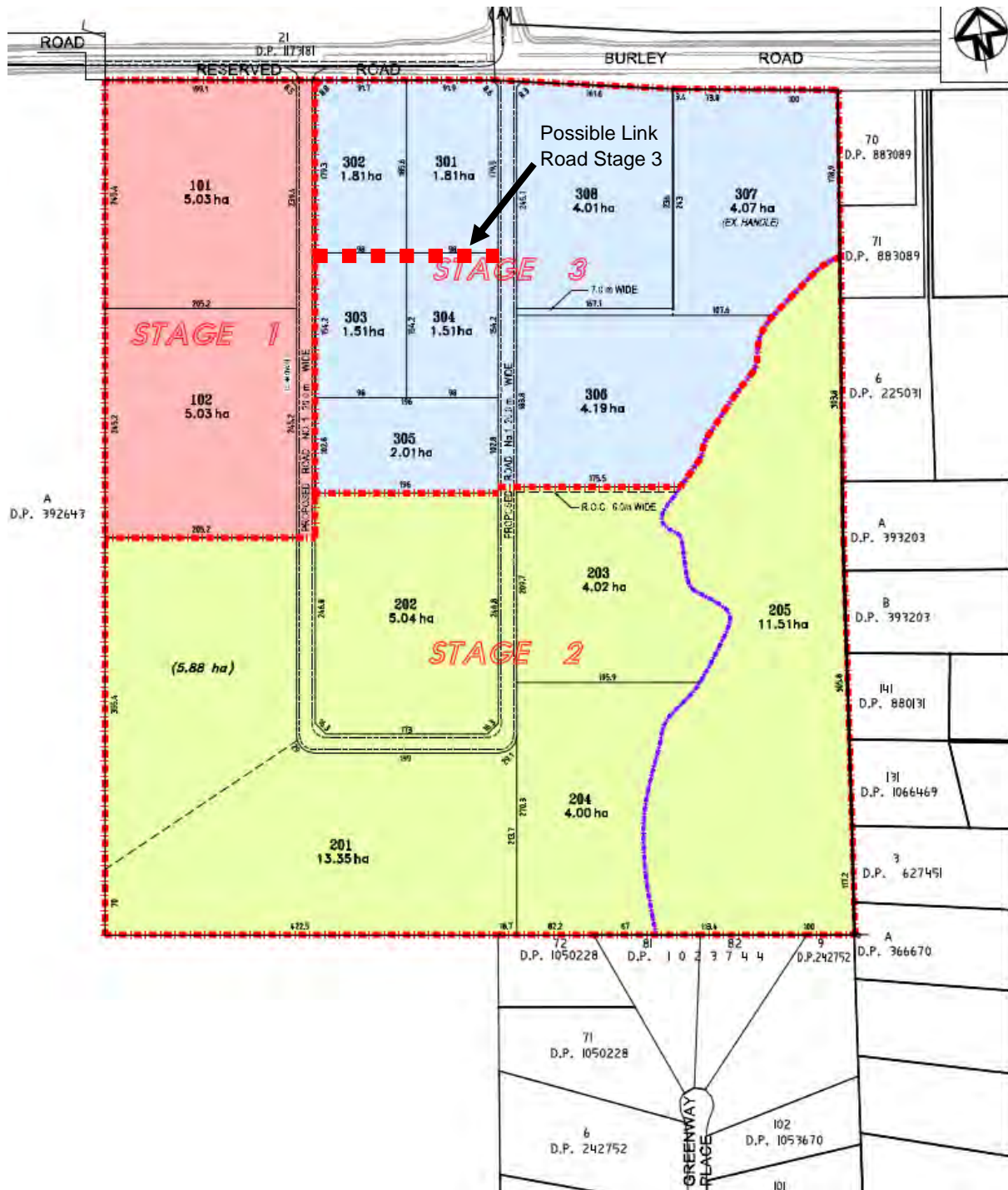
The Southern Link Road is a significant future regional road that will run along the northern boundary of the site. The proposed Stage 1 intersection will provide a temporary four way intersection to access the site. Once the Southern Link Road has opened, the proposed Stage 1 intersection will remain in a left-in/left-out configuration. Full access to the Southern Link Road and Old Wallgrove Road will be provided in the long term through a four way intersection as part of the Stage 3 works described above.




Figure 3 - Subdivision Plan



Source : Brown Consulting

Figure 4 - Staging Plan





LEGEND	
	STAGE 1 (11.05 Ha)
	STAGE 2 (39.30 Ha)
	STAGE 3 (21.95 Ha)

Source: Base Map – Brown Consulting

Figure 5 - Constraints Plan



LEGEND	
	LAND FILL AREA
	ENVIRONMENTAL CONSERVATION

Source: Base Map – Brown Consulting

3.0 Environmental Management

3.1 Ecologically Sustainable Development

Objectives

- a. To improve energy efficiency through the design and siting of buildings;
- b. To ensure that developments are environmentally sustainable in terms of energy and water use, and management of waste and discharge.
- c. To encourage the utilisation of materials and construction techniques with low energy inputs in their production for construction energy systems.

Controls

1. Development Applications are required to demonstrate consideration of:
 - measures that will reduce waste and conserve water through water recycling;
 - measures to minimise run-off and stormwater generation;
 - implementing total water cycle management by including measures that reduce consumption of potable water for non-potable uses, minimise site run-off and promote stormwater re-use;
 - utilising recycled materials and renewable building resources;
 - promoting biological diversity through appropriate retention, planting and maintenance of indigenous flora of the area;
 - implementing a waste management strategy that promotes the overall reduction of waste levels.
 - promoting the achievement of the 60 per cent waste reduction target for New South Wales; and
 - implementing energy conservation measures that include reducing energy consumption and increasing inherent energy efficiency through design and materials selection, and adopting energy management plans.
2. Roof stormwater should be collected in tanks or street level reticulation, which would serve as a retention system. The water in the retention system would be available for use for non-potable uses such as the watering of landscaped areas and use in toilet and hot water systems.
3. Consideration should be given to the feasibility of any measures to substitute grid-source power with environmentally sustainable alternatives such as tri-generation (green transformers), co-generation (i.e. recovery of waste energy) or photovoltaics.
4. Development shall incorporate water efficient fixtures such as taps, showerheads, and toilets. The fixtures must be rated to at least AAA under the National Water Conservation Rating and Labelling Scheme. Where the building or development is water intensive (ie. high water user), specific water conservation objectives must be resolved with Council.
5. Appropriate use of energy efficient materials during construction is to be demonstrated.
6. Development should incorporate energy efficient hot water systems, air-conditioning, lighting and lighting control systems.
7. New industrial and light industrial buildings must achieve a minimum 4 star Green Star rating from the Green Building Council of Australia. Refer to the 'Green Star - Industrial V1 Technical Manual'.

3.2 Flooding and water cycle management

Objectives

- a. To manage the flow of stormwater from urban parts of the Site to replicate, as closely as possible, pre-development flows.
- b. To minimise the potential of flooding impacts on development.
- c. Linking water infrastructure effectively to minimise the impacts of development upon runoff.
- d. Protecting downstream receiving waters (e.g. Riparian Corridors) from increased flow rates and water quality degradation.
- e. Protect assets and the subdivision from flooding.
- f. To minimise soil erosion and sedimentation resulting from site disturbing.

Controls

1. Development is to be consistent with the requirements of Chapter 11 – Flood Risk Management of the Fairfield City Wide DCP 2013
 - Stormwater is to be managed primarily through the street network.
2. Management of 'minor' flows using piped systems shall be designed to:
 - prevent damage by stormwater to the built and natural environment,
 - direct stormwater runoff from lots to a trunk drainage system for minor storm events in a conventional pit and pipe system.
 - provide on-site detention and water quality treatment on each lot to manage water quantity and quality at the outlet.
 - provide a grassed swale and headwall to direct flow from the landfill zone into the piped network.
 - provide appropriate pipe sizes and drainage layout to accommodate the 5 year ARI permissible peak flow.
 - provide appropriate sized pipes for development of the entire site, i.e. pipes to be constructed during Stage 1 are to be sized to accommodate stages 1, 2 and 3.
3. Management of 'major' flows in excess of the piped system capacity will be conveyed through the site to the nominated discharge pipes as overland flow along the internal access roads and temporary trunk drainage channels in place. Management measures shall be designed to:
 - convey Flows in excess of the piped system capacity through the site to the nominated and controlled discharge points as overland flow along the internal access roads and temporary trunk drainage channels in place.
 - design the stormwater detention system at each lot to reduce post to pre developed peak flows for up to 100 year ARI.
 - operate the detention systems so that the major flows are contained within the piped drainage system.
 - provide overland flow paths only as an emergency overflow provision for instances of blockage or detention system failure.
 - allow runoff from lots to be directed to the underground stormwater drainage network contained within the internal access road.
 - grade Lots towards the road, avoiding the requirement for inter-allotment drainage.

4. The trunk stormwater system is to be constructed and maintained to achieve water quality targets set by the Department of Environment, Climate Change and Water in Table 2.

Table 2: Water quality and environmental flow targets

	WATER QUALITY % reduction in pollutant loads			
	Gross Pollutants (>5mm)	Total suspended solids	Total phosphorous	Total nitrogen
Stormwater management Objective	90	85	65	45
'Ideal' stormwater outcome	100	95	95	85

5. Incorporate temporary structures to manage runoff prior to ultimate development in accordance with sustainable construction principles. A section of the eastern side of the internal access road that will be developed during Stage 2 to service Lot 13 will eventually drain to Burley Road via infrastructure that will not be developed until Stage 3. During the period between the completion of Stage 2 and the construction of Stage 3, a temporary headwall outlet and drainage swale will be required. This swale will be located on the northern boundary of Lot 4 and will take flow to a water harvesting basin, located within the site of Lot 5.
6. Each lot of the subdivision is to provide an individual OSD system incorporated into its respective internal drainage systems. Each lot will have Site Storage Requirement (SSR) and Permissible Site Discharge (PSD) based on a lot area basis as summarised in Table 3.

Table 3: Summary of On-Site Detention Requirements

Attribute	5 Year ARI	100 Year ARI
PSD* (m3/s/ha)	0.15	0.28
SSR* (m3/ha)	170	290

Note: * PSD and SSR are to be provided at a rate of the total Lot Area.

7. Roof water runoff is to be directed to rainwater harvesting tanks, with rainwater tanks to be designed to accommodate the non-potable water used within the development and reduce the demand on potable water supplies. Flows in excess of the capacity of the tanks will be directed to the detention basins and from there will be discharged to the trunk drainage system.
8. The proposed gross pollutant traps for the access road areas are to be placed in line of the trunk drainage system prior to discharge into specific outlets to remove litter, debris and sediment. The GPT will be capable of removing of the typical treatment performance as outlined in Table 4.

Table 4: Gross Pollutant Trap Performance Criteria used in MUSIC Modelling

Parameter	Input	Output
Total Gross Pollutant (GP) (kg/m ³)	0	0
	15	1.5
Total Suspended Solids (TSS) (mg/L)	0	0
	75	75
	1000	350
Total Phosphorous (TP) (mg/L)	0.0	0.0
	0.5	0.5
	1.0	0.85

Parameter	Input	Output
Total Nitrogen (TN) (mg/L)	0.0	0.0
	0.5	0.5
	5.0	4.3

9. A Soil and Water Management Plan is to be prepared and implemented for new development to minimise potential impacts on hydrology and water quality during the construction period. This plan will incorporate the design and installation of erosion controls in accordance with the requirements of the “Blue Book” (Landcom 2004).
10. A surface water quality monitoring program for the construction period is to be developed to monitor water quality upstream and downstream of the construction areas. Construction period monitoring will be carried out periodically and after rainfall or dewatering events as part of the assessment of the operation of water quality mitigation measures.
11. Stormwater drainage generally to be in accordance with Figure 6.

3.3 Cut and Fill

Objectives

- a. To protect and enhance the aesthetic quality of the area by controlling the form, bulk and scale of land forming operations.
- b. To provide a landform that is capable of supporting a range of industrial uses.
- c. To minimise the impact of earthworks on the stormwater regime, salinity and groundwater.
- d. To ensure that the extent of cut and fill required for large scale development does not detract from the appearance and design.
- e. To ensure that development is capable of visual integration with the surrounding built and natural environment.
- f. To ensure that any imported fill material to a site is clean and complied with the contamination and salinity provisions of this section.
- g. To ensure land is appropriately stabilised and retained.
- h. To minimise the need to cut and fill at the subdivision phase of development.
- i. To ensure accessibility where necessary.

Controls

1. All cut and fill works shall be in accordance with relevant Council guidelines.
2. Cut and fill will generally be in accordance with Figure 7 for the proposed subdivision, except for proposed Lot 201, which has a maximum finished level of RL86.5m AHD (refer to Land and Environment Court case number 10634 of 2014).
3. All land filled areas must comprise clean material free from contamination. Imported material shall be certified “Virgin Excavated Natural Material (VENM)”.
4. Land filled areas must be suitably compacted and stabilised with density tests to verify that compaction was achieved in accordance with Council requirements.
5. Land filled areas must be revegetated where appropriate.
6. Embankment batters shall have a maximum slope of 1:6.
7. Embankment batters and retaining walls are to be landscaped to reduce erosion and provide a suitable screen. They should be vegetated preferably with native ground covers and small native trees with mature height of up to 10 m.

3.4 Soil Management

Objectives

- a. To manage and mitigate the impacts of existing fill material.
- b. To minimise impacts from site preparation and earthworks.
- c. To prevent degradation of the existing soil and groundwater environment, and in particular, to minimise erosion and sediment loss and water pollution due to siltation and sedimentation.

Controls

1. All development must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development. Soil and Water Management Plans, prepared in accordance with Managing Urban Stormwater - Soils and Construction (Landcom 3rd Edition March 2004 ('The Blue Book')) are to be submitted with each relevant subdivision DA.

3.5 Site contamination

Objectives

- a. To minimise the risks to human health and the environment from the development of potentially contaminated land; and
- b. To ensure that potential site contamination issues are adequately addressed at the subdivision stages.

Controls

1. All subdivision DAs shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with *State Environmental Planning Policy 55 – Remediation of Land* and the *Contaminated Land Management Act, 1995*.
2. Where the Stage 1 Investigation identifies potential or actual site contamination a Stage 2 Detailed Site Investigation must be prepared in accordance with *State Environmental Planning Policy 55 – Remediation of Land* and the *Contaminated Land Management Act, 1995*. A Remediation Action Plan (RAP) will be required for areas identified as contaminated land in the Stage 2 Site Investigation.
3. All investigation, reporting and identified remediation works must be in accordance with the protocols of Council's DCP, the Department of Climate Change and Water (DECCW) Guidelines for Consultants Reporting on Contaminated Sites and SEPP 55 – Contaminated Land.
4. Prior to granting development consent, the Consent Authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use. Remediation works identified in any RAP will require consent prior to the works commencing.
5. Applicants should refer to, and ensure applications are consistent with the Fairfield DCP 2013.

Note: All applicants should consider and assess contamination hazards on their land in accordance with the *Contaminated Land Management Act, 1995* and *State Environmental Planning Policy 55 – Remediation of Land*, both of which override any controls in this DCP.

3.6 Environmental Corridor

The controls listed relate specifically to the E2 Environmental Conservation zone shown on the WSEA Zoning Map and Figures 2 and 5.

Objectives

- a. To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.
- b. To prevent development that could destroy, damage or otherwise have an adverse effect on those values.

Controls

1. Native trees and other vegetation are to be retained where possible by careful planning of subdivisions to incorporate trees into areas such as road reserves and private or communal open space.
2. Where practical, prior to development commencing, applicants are to:

- provide for the appropriate re-use of native plants; and
 - relocate native animals from development sites. Applicants should refer to DECCW's Policy on the Translocation of Threatened Fauna in NSW.
3. Within land that is zoned E2 Environmental Conservation.
 - All existing native vegetation is to be retained and rehabilitated, except where clearing is required for essential infrastructure such as roads.
 - A vegetation management plan is required for the retained conservation lot containing Cumberland Plain Woodland. This plan should also address the habitat enhancement for Cumberland Plain Land Snail such as weed removal, log placement from removed habitat areas and exotic snail management.
 4. Development on land that adjoins land zoned E2 Environmental Conservation is to ensure that there are no significant detrimental impacts to the native vegetation and ecological values of the E2 zone.
 5. A species recovery plan should be prepared in order to recognise the following;
 - It is common for microbats to be found within old buildings and in this regard no work on building demolition should occur without pre-assessment by a microbat ecologist.
 - Any habitat removal of the dams, constructed dams and surrounding vegetation should therefore be undertaken outside of the spring and early summer waterbird nesting period.
 - Any removal of hollows should be under the supervision of a fauna ecologist so that residing fauna may be effectively recovered.
 6. All subdivision design and bulk earthworks are to consider the need to minimise weed dispersion and eradication. If Council believes that a significant weed risk exists, a Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the subdivision DA.
 7. The selection of trees and other landscaping plants is to consider:
 - The prescribed trees outlined in the Fairfield DCP 2013;
 - The use of locally indigenous species where available;
 - Contribution to the management of soil salinity, groundwater levels and soil erosion.

3.7 Bushfire Management

Objectives

- a. To prevent loss of life and property due to bushfires.
- b. Ensure land will not allow bush fires to approach buildings.
- c. To encourage sound management of bushfire-prone areas.

Controls

1. Reference is to be made to Planning for Bushfire Protection 2006 in subdivision planning and design and development is to be consistent with Planning for Bushfire Protection 2006, except where varied by controls that follow.
2. Subject to detailed design at DA stage, the indicative location and widths of Asset Protection Zones (APZs) are to be provided generally in accordance with the Bushfire Protection measures shown on Figure 8.
3. Each lot will be required to manage the APZ in accordance with RFS guidelines Standards for Asset Protection Zones(RFS, 2005).
4. In terms of implementing and / or maintaining APZs, there is no physical reason that would constrain hazard management from being successfully carried out by normal means (e.g.mowing / slashing / grazing).
5. Temporary APZs are to be provided within Stages 2 and 3. The APZ can be extinguished upon commencement of subsequent stages / development. However, it is to be noted that the removal of the APZ is only to occur where succeeding development removes the potential hazard to the existing development, eliminating the need for the APZ.

6. Bushfire risk may be posed by the vegetation within the south eastern portion of the site. As a result, the following construction requirements are recommended for all future buildings within 100m of the retained vegetation (i.e. within Lots 203, 204, 306 & 307):
 - Opening windows (including louvres) and doors shall be externally screened with metal mesh screens having a max aperture size of 3mm.
 - All external doors are fitted with weather strips (where the doors do not close on a rebated edge).
 - Roller doors are to be boxed in or sealed in a manner that restricts ember penetration e.g. screening.
7. The APZs shown on Figure 8, are to be measured from the exposed wall of a building towards the hazardous vegetation.
8. Fuel management within the APZs will be maintained by regular maintenance of the landscaped areas. Future landscape plans are to comply with Appendix 5 of PBP.
9. The proposal does not provide for a perimeter road adjoining the E2 zone. Therefore, the eastern development Lots (Lots 306, 307, 203, 204) are to be provided with internal access roads, which provide direct access to the rear of the lots. This will provide access for fire-fighters in the event of an emergency.
10. Land identified as Lot 205 shall be consolidated with a development lot in Stage 2.
11. A hydrant water supply will be installed in accordance with Australian Standard AS2419.1.
12. The landowner / manager is to be made aware of their liability to manage the development lands for the ongoing protection of themselves and their neighbours (refer Section 63(2) Rural Fires Act (RF Act)).

3.8 European and Indigenous Heritage

Objectives

- a. To manage Aboriginal and European heritage values to ensure enduring conservation outcomes.
- b. To ensure areas identified as archaeologically or culturally significant are managed appropriately.

Controls

1. Development applications must identify any areas of Aboriginal or European heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).
2. Developments or other activities that will impact on Aboriginal heritage may require consent from DECCW under the *National Parks and Wildlife Act 1974* and consultation with the relevant Aboriginal communities.
3. Any DA that is within or adjacent to land that contains a known Aboriginal cultural heritage site must consider and comply with the requirements of the *National Parks and Wildlife Act, 1974*.
4. Where the necessary consents have already been obtained from the DECCW, the DA must demonstrate that the development will be undertaken in accordance with any requirements of that consent.

3.9 Air Quality

Objectives

- a. To ensure that the construction and development of employment areas does not cause adverse environmental impacts from air pollutants.
- b. To minimise odour emission from future development.

Controls

1. Development applications should, where appropriate, provide an assessment and identify necessary mitigation measures, to minimise the potential environmental impacts from air pollutants generated by the proposed development.
2. Development Applications must comply with any relevant NSW State Government and Fairfield City Council documents.
3. The development must not have an adverse impact on air quality during or post development.

3.10 Noise

Objectives

- a. Noise from the development does not cause adverse environmental impacts on surrounding uses.
- b. Development is designed to protect occupants from noise from the proposed development and surrounding uses.

Controls

1. Development applications must comply with relevant Council and government authority guidelines.

3.11 Street and Estate Lighting

Objectives

- a. To ensure lighting and glare from street and estate lighting does not detract from the amenity of adjoining residential development

Controls

1. A lux report prepared by a suitably qualified consultant is to accompany all applications for provision of estate or street lighting
2. All proposals for estate or street lighting is to minimise impacts on residential development adjoining the site.

3.12 Waste Management

Objectives

- a. To maximise the opportunities for re-use through source separation and on-site storage.
- b. To minimise waste generation and maximise re-use and recycling.
- c. To minimise waste generation through design, material selection and building practices.
- d. To ensure efficient storage and collection of waste and quality design of facilities.

Controls

1. A Waste Management Plan must be prepared.
2. Facilities to allow on-site source separation and re-use of materials on-site should be provided.
3. Waste collection should be provided on-site at the street frontage with clear access to facilitate pick up.
4. The siting of any stockpile must take into account environmental factors such as slope, drainage, location of watercourses and native vegetation.
5. Re-use of stockpile materials on-site should be facilitated.
6. Sufficient space for storage of recyclables and garbage should be provided on-site.

Figure 6 - Concept Drainage layout



LEGEND

- - - - - DENOTES STAGE 1 DRAINAGE NETWORK
- - - - - DENOTES STAGE 2 DRAINAGE NETWORK
- - - - - DENOTES STAGE 3 DRAINAGE NETWORK
- > > > > > DENOTES STAGE 1 DRAINAGE SWALE
- > > > > > DENOTES STAGE 2 DRAINAGE SWALE
- - - - - DENOTES STAGE 1 CATCHMENT BOUNDARY
- - - - - DENOTES STAGE 2 CATCHMENT BOUNDARY
- - - - - DENOTES STAGE 3 CATCHMENT BOUNDARY

STORMWATER BASIN LOCATION AND CONFIGURATION ARE INDICATIVE ONLY. BASIN DESIGN TO BE DETERMINED SEPARATELY DURING DEVELOPMENT OF EACH LOT

PIT LOCATIONS SHOWN ARE INDICATIVE ONLY. LOCATIONS AND SIZES TO BE DETERMINED DURING DETAILED DESIGN.

PIPE SIZES AND PIT LOCATIONS ALONG BURLEY ROAD ARE TO BE DETERMINED BY OTHERS

Source: Base Map – Brown Consulting

Figure 7 - Cut & Fill Plan



LEGEND

- CUT 14m - 30m
- CUT 12m - 14m
- CUT 10m - 12m
- CUT 8m - 10m
- CUT 6m - 8m
- CUT 4m - 6m
- CUT 2m - 4m
- CUT 0m - 2m
- FILL 0m - 2m
- FILL 2m - 4m
- FILL 4m - 6m
- FILL 6m - 8m
- FILL 8m - 10m
- FILL 10m - 12m
- DENOTES DESIGN CONTOURS
- DENOTES EXISTING CONTOURS
- DENOTES ENVIRONMENTAL CONSERVATION ZONE

NOTE:
 EXISTING CONTOURS FROM FLOWN DATA
 DATED - 14-6-13

Source: Base Map – Brown Consulting
 Peter Andrews + Associates Pty Ltd
paa.design.architecture.planning.urban.design

Figure 8 - Bushfire Protection Measures



Legend

- | | |
|---------------------------------|----------------|
| Stage boundary | Forest |
| Subdivision boundary | Remnant Forest |
| Proposed access road | Grassland |
| Asset Protection Zone | Managed land |
| Temporary Asset Protection Zone | |



Source: Travers bushfire & ecology

4.0 Development Controls

4.1 Subdivision

4.1.1 Lot Subdivision

Objectives

- a. To allow for a range of allotment sizes that caters for a diversity of land uses, activities and employment opportunities within the Site.
- b. To ensure allotments are oriented and aligned to enable buildings to appropriately address streets and the public domain.

Controls

1. Lots are to be relatively regular in shape, although lot sizes should also be diverse to meet a range of land uses. These may range from those requiring wide street frontages and a minimum depth to those that require less frontage but a greater depth. Irregular shaped allotments with narrow street frontages should be avoided.
2. Lots should be orientated and aligned:
 - so that future buildings can face the arterial, sub-arterial, collector and local streets to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls;
 - to facilitate solar efficiency;
 - to encourage building design that has frontage to landscaped areas.
3. Access to lots shall be sited to ensure unimpeded sight lines for exiting vehicles.
4. Subdivisional roads should incorporate a road hierarchy that will accommodate the anticipated traffic volumes and vehicle types and be practical and legible for users.
5. Where a residue lot is created, the applicant must demonstrate that future development of that residue lot can meet the controls in this DCP.
6. Subdivision of the site and lot layout is to be generally consistent with the Subdivision Plan shown in Figure 3.

Battle axe lots

7. For battle axe lots, the minimum lot width is 90m with a maximum access handle of 170m in length as shown in Figure 9.
8. There shall be a maximum of two lots per battle axe handle. Side access onto the battle-axe handle from adjoining lots will not be permitted.
9. All battle axe handles should be provided with a minimum concrete carriageway of 6m.
10. For a shared battle axe handle a concrete pedestrian path of 1.2m wide that is set 1m off from the adjacent kerb face on one side of the handle is to be provided.
11. A 1.2m high safety fence is to be provided between the face of kerb and the concrete path to prevent any incursion by pedestrians into the path of vehicles.
12. A minimum 8m x 8m splay must be provided at each end of the handle. Larger splays will be required where truck-turning movements cannot be accommodated within this minimum splay. A truck swept path plan must be provided at subdivision DA stage to assist Council officers in determining the required minimum splay required.
13. Drainage within battle axe handles must be managed by stormwater treatment devices to Council's satisfaction.
14. Land within battle axe handles that is not required for vehicle or pedestrian carriageways is to be landscaped.

Strata or Community Title

15. Where a Strata of Community Title subdivision is proposed, any space for parking or other purposes forming part of a sole occupancy unit required by Council must be included in the same strata lot as the unit.
16. All landscape, access areas and directory board signs not forming part of an individual unit are required by Council to be included in any strata plan of subdivision as common property.

4.2 Landscape Design

Objectives

- a. To ensure a balance between built form and landscaped elements.
- b. To encourage landscaping as a means of providing a visual amenity buffer of industrial development by use of planting, bunds or other suitable means.
- c. To enable landscaping to contribute to energy efficiency water management and amenity for employees.
- d. To encourage landscape design that enhances the streetscape and amenity of the zone.

4.2.1 Streetscape and Allotment Frontages

Controls

1. The streetscape design is to integrate vertical elements (trees, light poles and allotment signage) to provide consistency of elements and materials across the zone.
2. Service lids and above ground structures are to be minimised in street frontages. Service lids are to be located adjoining pavement or kerbs to avoid small areas of turf or planting beds.
3. Street planting is to be implemented at the subdivision stage to ensure plantings are visually consistent in height, spread and form across the zone.
4. The selection of plant species for street tree planting must be in accordance with Fairfield DCP Landscape Planting List.

4.2.2 Allotment Landscape

Controls

1. A Landscape Plan must be prepared by a qualified landscape architect for all new industrial buildings.
2. Landscaped areas are required between buildings (i.e. within the building separation zone).
3. The minimum width of landscape areas is 2m, with the exception of landscaped areas within battle-axe handles, which is 0.5m on each side of the handle and the southern boundary of the subject site.
4. A landscape buffer is to be provided along the southern boundary of the site in accordance with Figure 10 to screen proposed future buildings. If a development application on proposed Lots 201 and 204 proposes a taller building, it may be subject to a wider setback and increased landscape treatment within the setback to reduce visual impact if required. The landscape buffer adjoining the existing Lot 72 DP1050228 and Lot 81 DP1023744 shall be a minimum of 21m wide with the landscape treatment shown in Figure 10A.
5. The following minimum landscape setback controls are applicable along the southern boundary of the site:
 - 10m wide located within the western section without retaining walls;
 - 14m wide located within the western section where retaining walls are proposed; and
 - 21m wide within the eastern section with bund, as shown in Figure 10A.
6. Buildings (other than the structural bund and retaining walls), roads or access ways (other than a path for the purpose of maintaining the landscaped area which may be provided within the 3m area identified as a drainage swale being set aside adjacent to the southern boundary) are not to be constructed within the landscape setback.
7. Allotment landscape design is to be integrated with site planning and building design to:
 - Reduce the perceived scale of built form from the street;
 - Reduce visual impact and the extent of continuous building facades.

- Highlight architectural features and complement façade articulation.
 - Identify site and building entries, car park entries and parking areas, in coordination with signage.
 - Mitigate adverse site conditions through buffering of western sun, provisions of shade, wind protection, and screening of poor views.
 - Maximise northern sun exposure, and
 - Integrate usable and attractive external seating and amenity areas for staff incorporating paved areas, soft landscape, and shade planting.
8. Allotment landscape should incorporate hard and soft landscape.
 9. Trees should be a minimum height of one metre at the time of planting. Mass plantings may use a variety of sizes including viro tubes.
 10. Landscaping in the landscape setback that does not have the bund in place situated adjacent to the southern boundary shall achieve a minimum height of 7m above the finished level of proposed Lot 201.

4.2.3 Landscaping of Car Parking Areas

Controls

1. Allotment car parking areas are to be effectively landscaped to:
 - Reduce its visual impact;
 - Reduce heat generation and glare from hard paved surfaces;
 - Provide shade for parked vehicles; and
 - Maximise potential for soft drainage.
2. Car park lighting design is to be coordinated with the preferred tree layout.
3. Clearly defined and appropriately surfaced pedestrian access links from parking areas to building entry points must be provided, incorporating kerb crossing ramps as required.
4. Car park landscaping is to be provided with an automatic trickle irrigation system installed below mulch level. Irrigation services provision must be implemented before car park surfacing. The system is to be supplied by the rainwater tanks on site.
5. Retaining wall elements must be no greater than 3m in height. All retaining walls must be screened by vegetation.

4.3 Built Form and Streetscape

4.3.1 Setbacks

Objectives

- a. To achieve attractive streetscapes by ensuring that buildings present an acceptable scale and bulk when viewed from the public domain.
- b. To provide appropriate setbacks to the proposed use and characteristics of the location of the land.
- c. To define building envelopes within each allotment by specifying minimum setbacks.

Controls

1. All buildings erected in industrial areas are to be set back:
 - A minimum of 20m from the front property boundary on lots fronting a sub-arterial road, 10m of which must be landscaped.
 - A minimum of 10m from the front property boundary on the local road network.
 - 3m side and rear setbacks for any building and 2m for any hardstand area.
 - A minimum building setback along common lot to be 5m to secondary frontage, all of which is to be landscaped.
 - 10m setback from the E2 Environmental Conservation land, subject to the requirements for Asset

Protection Zones.

2. Pedestrian access should be provided to all landscaped setback areas for maintenance and security purposes.

4.3.2 Building Design and Siting

Objectives

- a. To activate streets and the public domain with building frontages.
- b. To provide a variety of building orientation and create defined streetscapes that respond to site conditions.
- c. To ensure that building design enhances the existing and future desired built form character by encouraging innovation and quality architectural design.

Controls

1. Blank building facades facing the primary street frontage are not permitted.
2. The built form and architecture of buildings located at street corners should enhance its location and positively respond to and emphasis the street corner.
3. Building orientation and siting should respond to natural elements such as topography, wind and sunlight.
4. The layout and orientation of buildings should be in a manner to minimise lengthy or deep areas of car parking along the street front.
5. Buildings should provide variety to facades by the use of projecting upper storeys over building entries, upper storey display windows, emphasising street corners and varying roof forms.
6. Buildings should provide effective sunshading for windows, wall surfaces and building entries, (other than loading docks) by the use of design elements such as overhanging eaves and awnings, undercrofts, colonnades and external sunshading devices including screens.
7. Building design should be integrated with landscape elements.
8. Building facades should be articulated by elements such as:
 - external structures, finishes, etchings and recessed patterns;
 - decorative features, textures and colours;
 - locating offices and highlighting entries within front facades;
 - emphasised customer entries and service access doors;
 - protrusions and penetrations in building elements.
9. Buildings with dual street frontage should be designed to ensure:
 - the building addresses the primary and secondary street frontage; and
 - distinctive identifying architectural elements are incorporated to provide sufficiently interesting and varied facades;
10. The building design should consider the amenity of any landscaped or communal areas in adjoining properties;
11. The location of roller shutters, loading docks and other building openings should be so that they do not detract from the overall appearance of the building. Where possible, roller shutters and the like should not be located on the primary street frontage;
12. Loading docks should be located away from the street frontage.
13. Roof design should be visually interesting and provide for natural lighting, and compatibility with the overall building design. Where visible from a public area, all rooftop or exposed structures (lift motor rooms, plant rooms etc), must be suitably screened and integrated with the building.

4.3.3 External Building Materials and Colours

Objectives

- a. To enhance the visual quality of development through the selection of appropriate materials and colours.

- b. To encourage the use of materials that minimise impact on the environment.
- c. To ensure that any reflective materials are used with sensitivity to neighbouring development, vehicular traffic and public domain areas.
- d. To create identifiable, attractive and safe entrances to buildings.

Controls

1. External finishes should be constructed of durable, high-quality and low maintenance materials.
2. External finishes should contain a combination of materials and/or colours.
3. Any wall visible from the public domain must be finished with a suitable material to enhance the appearance of that façade.
4. Building materials should be selected to minimise reflection.
5. The following should be considered in the choice of building materials in all developments:
 - energy efficiency;
 - use of renewable resources;
 - maintenance cost and durability;
 - recycled or recyclable materials;
 - non-polluting; and
 - minimal PVC content.
6. Where concrete roofs are proposed for the purpose of additional parking, parapeted edges are preferred with appropriate screening to conceal roof top car parking.
7. Any rooftop parking must not result in overlooking of adjacent residential dwellings.
8. Materials that are likely to contribute to poor internal air quality and those containing Volatile Organic Compounds (VoCs) should be avoided.
9. Applicants are required to submit with all DAs, a materials sample board detailing external colours and finishes.

4.3.4 Entrance Treatment

Objectives

- a. To create clear and legible entries that address the street.

Controls

1. Entries to buildings should be clearly visible, well sign posted and well lit to pedestrians and motorists.
2. Architectural features are to be provided at ground level giving an entrance element to the building and addressing the primary street frontage.
3. All entrance treatments, such as directory boards, must be located on private property, with appropriate positive covenants and restrictions on title to ensure the ongoing management of such treatments.
4. No third party advertising will be permitted on any entrance treatment facility.

4.3.5 Ancillary Buildings, Storage and Service Areas

Objectives

- a. To ensure that ancillary buildings, storage and service areas are considered part of the overall design, and do not detract from the amenity and appearance of the development.
- b. To ensure that site facilities are functional and accessible and are easy to maintain.
- c. To ensure that site facilities are thoughtfully integrated into the development and are visually and physically unobtrusive.
- d. To minimise the impact of service access on pedestrians and industrial, commercial and retail frontage.
- e. To minimise the visual and acoustic impact of site servicing.

Controls

1. Ancillary buildings and storage sheds are to be located behind the setback lines and be consistent with the design of the main building.
2. Details of any proposed ancillary buildings, open storage and services areas must be submitted with all DAs.
3. Storage areas should be located within the confines of the primary building. Appropriate screening must be provided where this can not be achieved.
4. Above ground open storage areas visible from the public domain are not permissible.
5. Above ground open storage areas should not compromise truck or vehicle manoeuvring and car parking areas.
6. Vehicular access to loading facilities is to be provided from secondary and tertiary streets.
7. Rubbish and recycling areas must be provided in accordance with the Fairfield DCP 2013.
8. Barrier free access is to be provided to all shared facilities.
9. Provide at least one shower and changing facility that is accessible to the building users.
10. The following information must be provided at Development Application stage for outdoor storage areas:
 - Size of outdoor storage area
 - Maximum storage height
 - Types of goods, materials and equipment being stored outdoors; and
 - Details on landscaping and screening structures.
11. Sunken loading docks should be avoided.
12. Above ground water tanks must not be located forward of the front facade of the primary buildings. They should not be visible from the public domain and must be suitably screened. Details (including elevations) of all water tanks must be submitted with the DA.

4.4 Fencing and Signage

Objectives

- a. To use fencing to define boundaries and provide security, as well as contribute to streetscape and amenity of the zone.
- b. To enhance pedestrian safety, security and amenity within the Site.
- c. To ensure that signage and lighting supports the visual appearance of the building and the visual appeal of the zone.

4.4.1 Fencing

Controls

1. Low feature walls are encouraged at entry driveways. These walls should be used for retaining purposes, as garden beds or as landscaped features and should be integrated into the overall design of the development.
2. Front and side boundary fences forward of the building line shall consist of an open wrought iron palisade style fence, finished in either dark green or black.
3. Side fencing behind the building line may comprise chain wire mesh or similar open style fence, plastic coated in dark green or black.
4. Pre-painted solid metal fencing and other solid fencing is not permissible.
5. Fencing must be set back 1m from the front property boundary.
6. Fencing should be sited so it does not impede sightlines for drivers.
7. Fencing along boundaries should not exceed a height greater than 3m, measured from finished ground level.
8. The use of timber fencing or bollards within public reserves or roads is not permitted.

4.4.2 Signage

Controls

1. Signage to be consistent with the provisions of Chapter 9 of the Fairfield City Wide DCP.
2. Signage is to relate to the use occurring on the respective property, and should identify the relevant business name.
3. Business identification signage should be attached to the wall of the main building and be designed to complement the architectural style of the building. Free standing signs will only be permitted where signs are integrated with the landscaping and visual character of the site and surrounding area.
4. Directional signs for car parking areas, loading docks, delivery areas and the like should be located close to the main access of a development site. The design, colouring, type and scale of signage within individual properties should be consistent with signage across the zone as a whole.
5. Signage is only to display corporate logos and company names and is not to occupy more than 10% of any façade or wall of a building.
6. Details of all signage, including free standing, fascia, and wall signs must accompany DAs.
7. The design and location of any internal or spot lighting shall be designed to avoid off-site or traffic safety impacts.
8. No form of moving or flashing signage or lighting is permitted.
9. Signage is not to have a detrimental impact on the visual character of the site or surrounding area.

4.5 Roads, Access and Parking

4.5.1 Road Design

Objectives

- a. To ensure that roads have sufficient carriageway and verge widths to allow the performance of its designated functions.
- b. To encourage the use of streets by pedestrians and cyclists, and to allow heavy vehicle trucks, cars, buses and other users to proceed safely without unacceptable inconvenience or delay.

Controls

1. The Local Road is to be generally in accordance with Figure 3.
2. The internal local road will be a minimum of 20m wide with a 13m wide carriageway, and 3.5m footway on both sides of the road.
3. The proposed road network is to provide access for vehicles, cyclists and pedestrians.

4.5.2 Vehicular access

Objectives

- c. To ensure that vehicles can enter and exit premises in a safe and efficient manner in a forward direction.
- d. To minimise the impact of vehicle access points on the quality of the public domain and pedestrian safety.
- e. To provide off-street manoeuvring, loading and docking facilities that are adequate for the operational needs of the activity and use.

Controls

1. 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.
2. 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. In some cases combined ingress and egress will be permitted.
3. Vehicular ingress and egress to the site must be in a forward direction at all times.

4. The driveways and manoeuvring areas are to be designed in accordance with Australian Standard AS 2890 part 2.
5. The internal driveways and parking areas are to be designed in accordance with AS 2890 part 1.
6. Turning circles will not be permitted to encroach upon any building.
7. Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas are to be screened from the road.
8. All parking areas and access roadways must be provided with a drainage system comprising surface inlet pits. Details of pipe sizes (with calculations) and drainage layouts (including discharge points) must be submitted with the DA.

4.5.3 Proposed Access Options to Southern Link Road

Objectives:

- a. To provide suitable interim access arrangements to the Southern Link Road fronting the CSR land.
- b. There is no timing commitment for the construction of the Southern Link Road and CSR is to make satisfactory arrangements with RMS for interim access requirements.
- c. To ensure that when the Southern Link Road is in operation there will be only one intersection from the site that allows for right turn movements and that the Stage 1 intersection will become a left-in/left-out intersection.

General Controls

1. The provision of interim access requirements pending the construction of the Southern Link Road are to be provided in accordance with the following requirements:
 - Calibre Consulting letter dated 18 December 2014 to RMS which outlines the staging and options as attached in Appendix 1; and
 - RMS letter dated 29 January 2015 in response that generally supports the staged access principles as attached in Appendix 1.
2. The Stage 3 link road will be required to ensure functional access is maintained to the north and east for future traffic departing from the site (this is consistent with the wording of RMS' letter dated 29 January 2015).

4.5.4 Car Parking

Objectives

- a. To provide an appropriate level of on-site car and bicycle parking.
- b. To minimise the visual impacts of on-site parking.
- c. To integrate parking facilities with the overall site planning and landscape.
- d. To encourage the use of other modes of transport including bicycles and public transport.

General Controls

1. The provision of car parking must comply with Table 5 and as outlined in Chapter 12 of the Fairfield DCP.
2. Refer to Chapter 12 of Fairfield DCP for general guidelines and principles for car parking, including design, materials, signs and monetary contributions.
3. Safe and secure 24 hour access to car parking areas is to be provided for building users.

Table 5 Specific land use requirements for car parking

Zone	Car Parking
IN1 (General Industrial)	1 space per 70m ² gross leasable area including ancillary plus 1 space per unit for factory units.
Industrial Retail Outlet	1 space per 50m ² gross leasable area plus the requirement for any associated use such as Take Away Food and Drink Premises

Industrial Controls

1. The car parking area should be located immediately behind the minimum setback area and in front of any activity on the site.
2. The car parking area should be accessible to all parts of the industrial development, which it serves.
3. The use of stack parking is not permitted.
4. Parking facilities for commercial vehicles should be designed in accordance with Australian Standard 2890.2 to accommodate the largest type of truck, which could reasonably be expected to park on the site.
5. Sufficient spaces should be provided for disabled parking. 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.
6. All parking areas shall be constructed of hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.
7. New developments should incorporate appropriate bicycle parking/storage facilities. Bicycle racks can be placed around the perimeter of a building in areas where they will not act as obstructions. Bicycle parking/storage facilities should be provided in accordance with the provisions of Australian Standard 2890:3:1993 – Parking facilities - Bicycle parking facilities.

4.6 Safety, Surveillance and Maintenance

Objectives

- a. To ensure personal safety for workers and visitors to the development.
- b. To ensure design minimises the opportunity for crime and maximises opportunities for passive surveillance.

Controls

1. A Crime Risk Assessment is to be prepared, for each development that involves the erection of new buildings, or new or modified landscaping works.
2. Buildings should be designed to overlook public domain areas and provide casual surveillance.
3. Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.
4. Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.
5. Development should provide clear sight lines and well-lit routes between buildings and the street, and along pedestrian and cycle networks within the public domain.
6. Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.

4.7 Land within Electricity Easement

Objectives

- a. To provide appropriate development close to electricity easements.

Controls

The following general controls apply to any land affected by an electricity easement.

1. Buildings or other substantial structures or parts thereof shall not be erected within the easement area.
2. Minor structures, plant or equipment, shall not be erected or installed within the easement area without prior written approval of the electricity provider/authority.
3. Obstructions of any kind shall not be placed in the easement area within 15m of any part of a transmission line structure.
4. Garbage, refuse or fallen timber shall not be placed within the easement area.
5. Flammable material shall not be stored within the easement area.

6. Trailers and flammable material carriers shall not be parked within the easement area.

4.8 Additional Land Use Controls

4.8.1 Neighbourhood Shops

Objectives

- a. To enable the provision of neighbourhood shops in industrial zones, which serve the daily convenience needs of the local workforce, or for the benefit of the local workforce and businesses.

Controls

1. Development Applications must demonstrate that the size, function and proposed use serves the daily convenience needs of the workforce in the zone, or is for the benefit of the local workforce and businesses.
2. Neighbourhood shops must not detrimentally affect the viability of any other centre.

Figure 9 - Battle axe lot dimensions

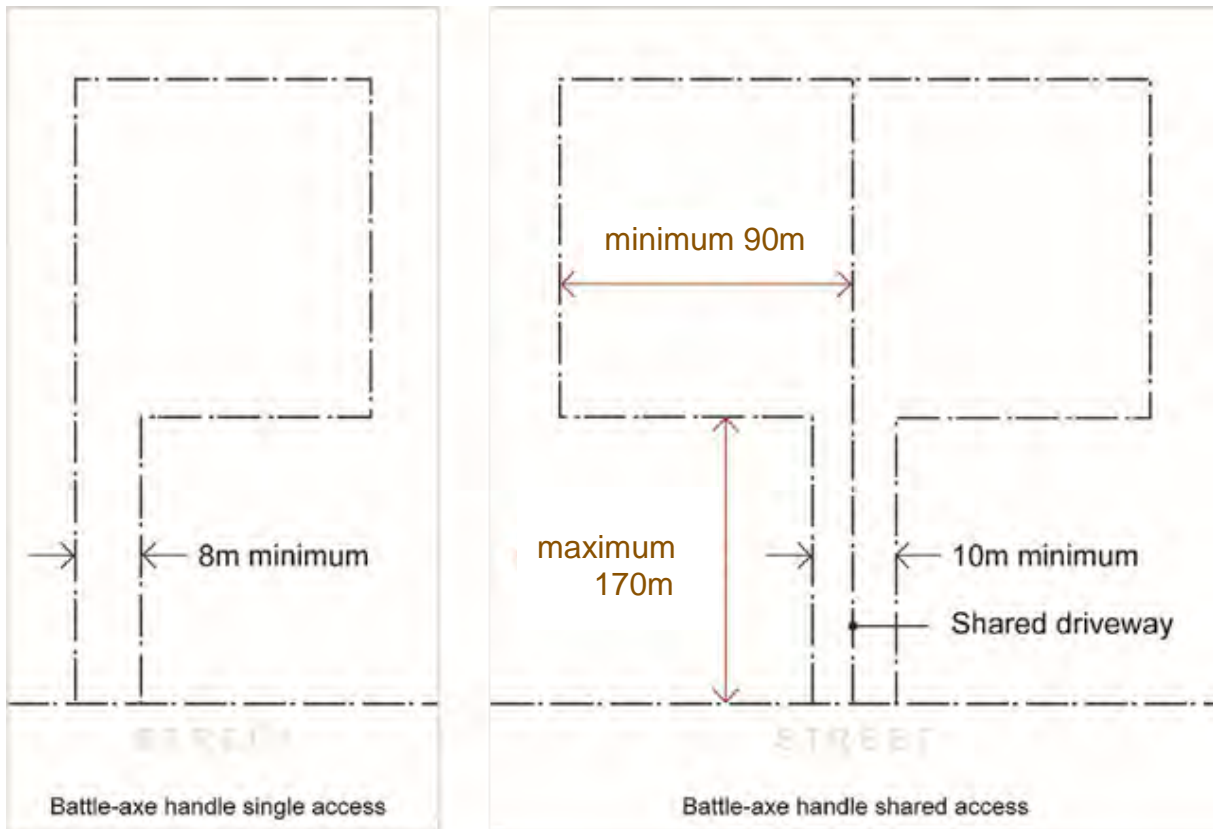
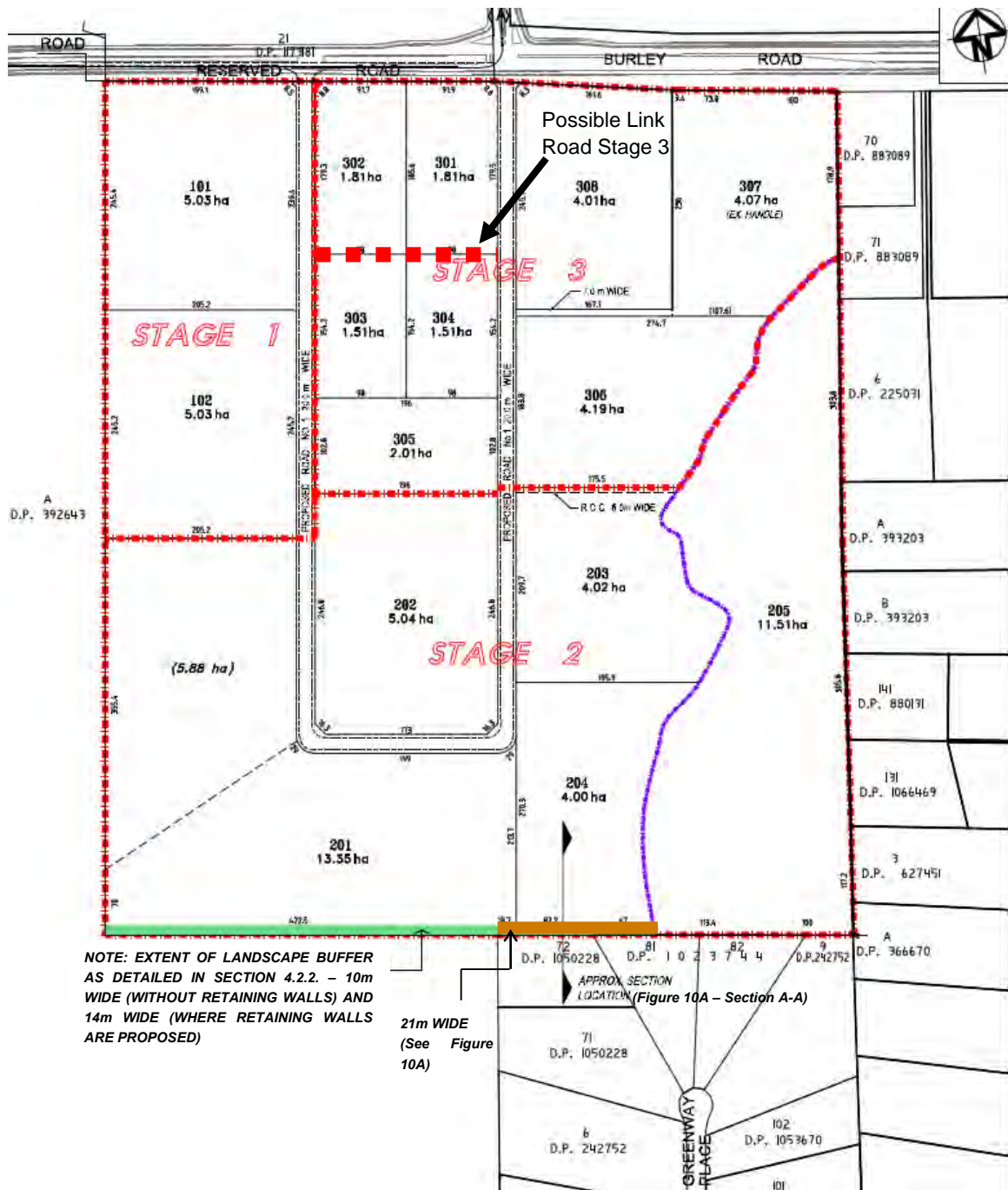


Figure 10 - Proposed Landscape Buffer

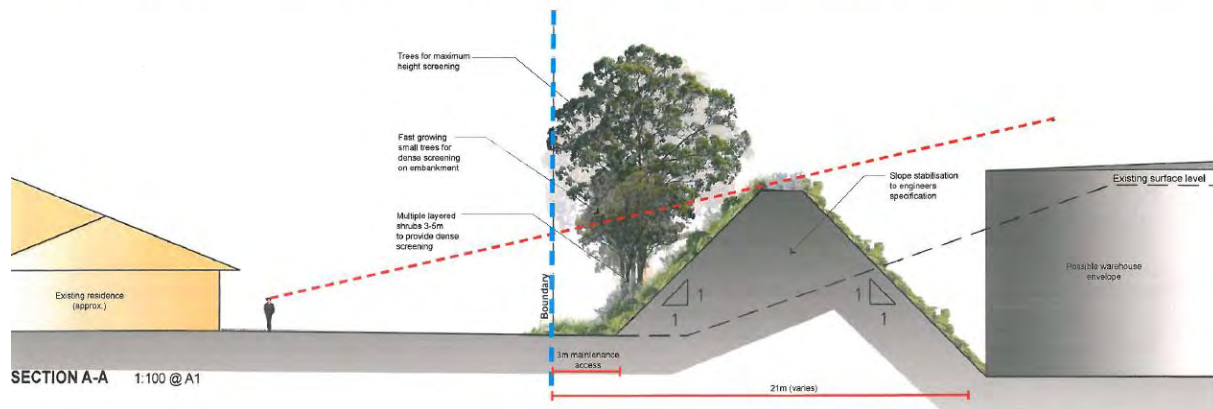


Source: Base Map – Brown Consulting

Figure 10A - Proposed 21m Landscape Buffer adjoining Lot 72 DP1050228 and Lot 81 DP1023744



SOUTHERN BOUNDARY INTERFACE LANDSCAPE BUFFER PLAN 1:500 @ A1



Source: Landscape Buffer Plan – Sturt Noble

Appendix 1 – Calibre Consulting Letter to RMS dated 18 December 2014 and RMS Response dated 29 January 2015

Our Ref: X13044_141218_Access to Southern Link Road.docx
Your Ref: SYD14/01289/01
Contact: Stuart Green

18 December 2014

Roads and Maritime Services NSW
27 - 31 Argyle Street Parramatta NSW 2150
P.O. Box 973
Parramatta CBD NSW 2124
Email: development.sydney@rms.nsw.gov.au

Attention: Owen Hodgson / Andrew Popov

Dear Sirs

CSR Horsley Park - Proposed Access Options to Southern Link Road

Reference is made to the meeting at the offices of the Department of Planning and Environment at Valentine Street, Parramatta held at 2pm on Tuesday 16 December 2014. In that meeting the following drawings were tabled and discussed as options for access arrangements to the proposed subdivision of the land owned by CSR Limited in Burley Road, Horsley Park.

Table 1 Drawings Tabled

ID	Project No.	Drawing No.	Drawing Title
1.	X13044.001	SK10 Rev 00	Interim Access Concept Plan
2.	X13044.002	SK803 Rev 0	Option 2: Stage 1 & 2 with Jacfin
3.	X13044.002	SK804 Rev 0	Option 3: 70km/h Stage 3 Left In Left Out
4.	X13044.002	SK805 Rev 0	Option 3: 80km/h Stage 3 Left In Left Out
5.	X13044.002	SK806 Rev 0	Proposed Turning Head

These drawings are attached to this letter.

In that meeting it was understood that:

1. There is no timing commitment for the construction of the Southern Link Road fronting the CSR land
2. The interim access concept will be required from the initial development of Stage 1 of the CSR land. This will need to stay in the interim form until Jacfin to the west develop
3. Upon Jacfin developing, Option 2 (ID 2 above) will need to be implemented and remain in place until the Southern Link Road is constructed

- 4. Upon construction of the Southern Link Road to the west of the CSR site and along its frontage, Option 3 would be implemented (ID 3 or 4). This would also rely upon either:
 - a. A fully constructed link to the west of CSR's site and to the north to the M4 motorway, or
 - b. A temporary turning arrangement to allow B-doubles to proceed west then do a U-turn to return to Old Wallgrove Road should the link referred to in a above not be available
- 5. CSR's preferred option, when the Southern Link Road opened, is for the access road (Road No. 1 see Figure 1 below) to remain a left-in/left-out configuration. There appears no reason from a road functionality or safety perspective for this arrangement to be terminated when the Southern Link Road opens

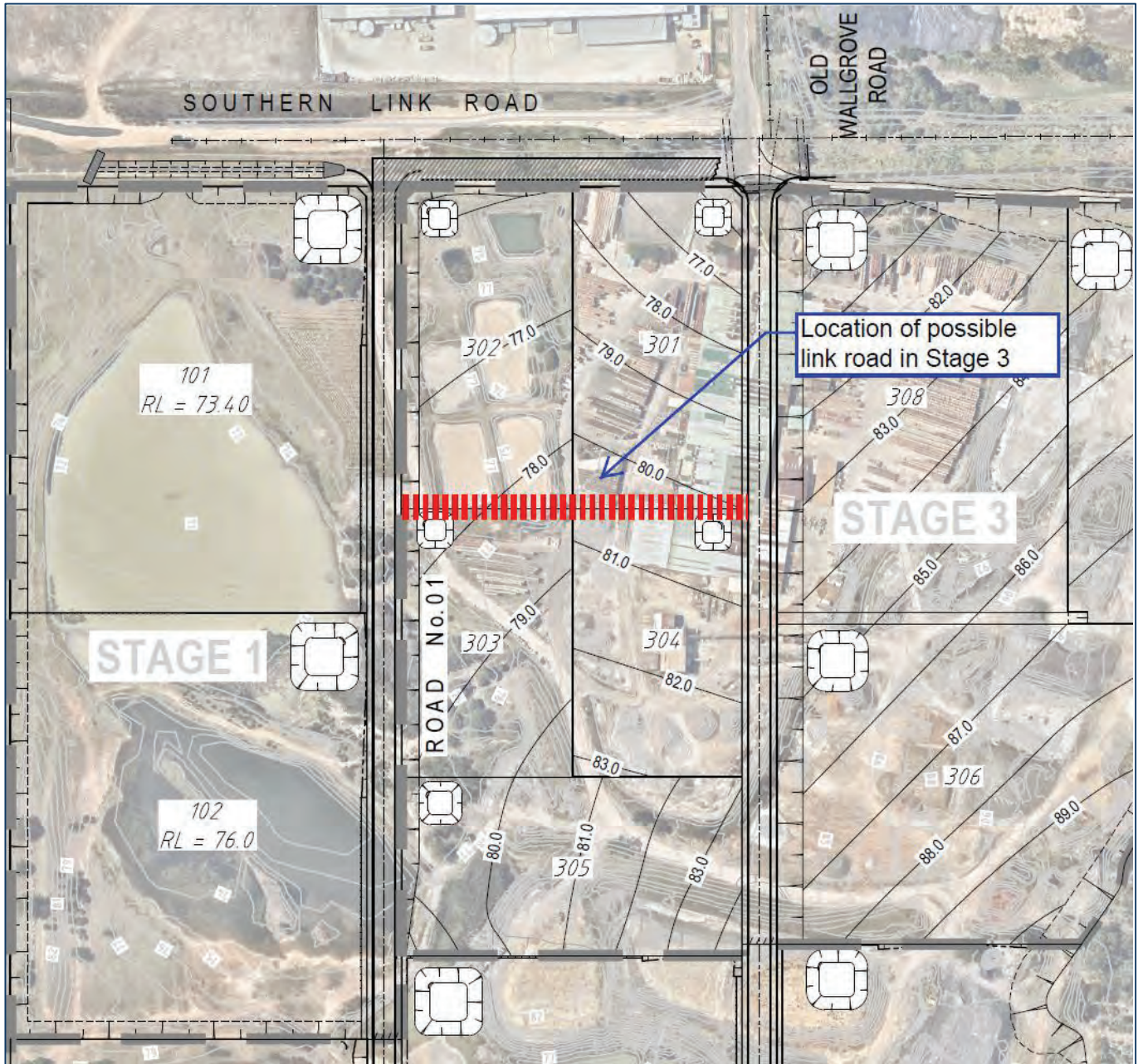


Figure 1 Possible Internal Link Road in Stage 3

- 6. Should there be a need, on either safety or functionality criteria, for the Road No. 1 to be altered from left-in/left-out, then the Figure above shows an alternative internal access link road that could be considered at the development of Stage 3 of the CSR subdivision

CSR's preferred option is to keep the left-in/left-out arrangement in place even when Stage 3 is fully developed.

It is requested that Roads and Maritime Services (RMS) formally advise Fairfield City Council (the Council) that satisfactory arrangements are agreed in principle, based on the above understandings, and that these in-principle arrangements can be agreed in detail during the course of the development of the CSR subdivision and the planning, design and construction of the Southern Link Road. The trigger that ensures RMS requirements are met could be the issue by RMS of a letter of "Satisfactory Arrangement" be required prior to release of the Subdivision Certificate for each Stage of the subdivision.

It is requested that this formal advice to the Council be with the Council at the earliest opportunity so that the Council is fully cognisant of the RMS agreement to access arrangements prior to the re-commencement of the conciliation conference convened under s34 of the Land and Environment Court Act. This conference is set down for 15 January 2015.

Should require further discussion on this subject prior to 7th January 2015, when I return from annual leave, please contact Peter Lee from Calibre on 02 8808 5000 or Wayne Pasalich from CSR on 0429 144 000.

Yours faithfully

Calibre Consulting

A handwritten signature in blue ink, appearing to read 'Stuart Green', with a stylized flourish at the end.

Stuart Green

Manager Urban Development NSW

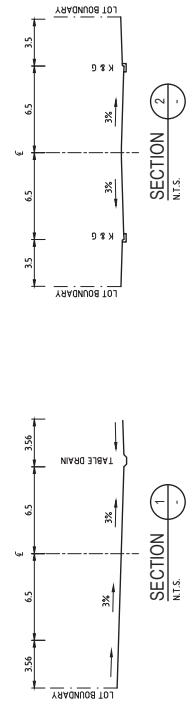
ATTACHMENTS

1. Attachments - Option Drawings



LEGEND

- FUTURE SOUTHERN LINK ROAD UPGRADE BY AECOM
- RESERVED ROAD BOUNDARY



SOURCE OF AERIAL IMAGE: SIX MAPS

FOR DISCUSSION ONLY

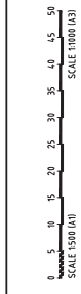
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			Project No.: XT3044.001 Stage: Milestone: Dep't No.: SK10 00 Revision:
Client:			Authorised for Issue: BY: _____ SIGN: _____ DATE: _____
Disclaimers and Copyright: ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION. USE WRITTEN DIMENSIONS ONLY. DO NOT SCALE.			
Scale: 1:500 (A1) Scale: 1:1000 (A3)			© Brown Consulting Pty Ltd
Revision Details			Issue Drawn Design Check App'd Date



LEGEND	
	FUTURE SOUTHERN LINK ROAD UPGRADE BY AECOM
	RESERVED ROAD BOUNDARY

SOURCE OF AERIAL IMAGE:
NEARMAP CAPTURED 26th JUNE 2014

Revision Details	
Issue	Drawn/Design/Check
Drawn	SG
Checked	SG
Design	SG
Issue	SG



Client: CSR LIMITED
Project: 327-335 BURLEY ROAD, HORSLEY PARK



FOR DISCUSSION ONLY

Drawing Title: OPTION 2: STAGE 1 & 2 WITH JACFIN
Project No.: X13044.002
Stage: Milestone: Drawn by: SKB03
Revision: 0



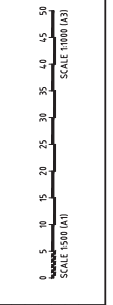
SOURCE OF AERIAL IMAGE:
NEARMAP CAPTURED 26th JUNE 2014

FOR DISCUSSION ONLY

Client: CSR LIMITED
 Project: 327-335 BURLEY ROAD, HORSLEY PARK



Drawing Title: OPTION 3: 70km/h STAGE 3 LEFT IN LEFT OUT
 Project No.: X13004.002
 Stage: Milestone: Revision: 0
 www.calbreconsulting.co.uk ©2014



Issue	Date	Drawn	Checked	Revision Details



LEGEND

---	SOUTHERN LINK ROAD UPGRADE BY AECM
---	RESERVED ROAD BOUNDARY

SOURCE OF AERIAL IMAGE:
NEARMAP CAPTURED 26th JUNE 2014

Issue	Drawn	Design	Checked	Date	Revision Details

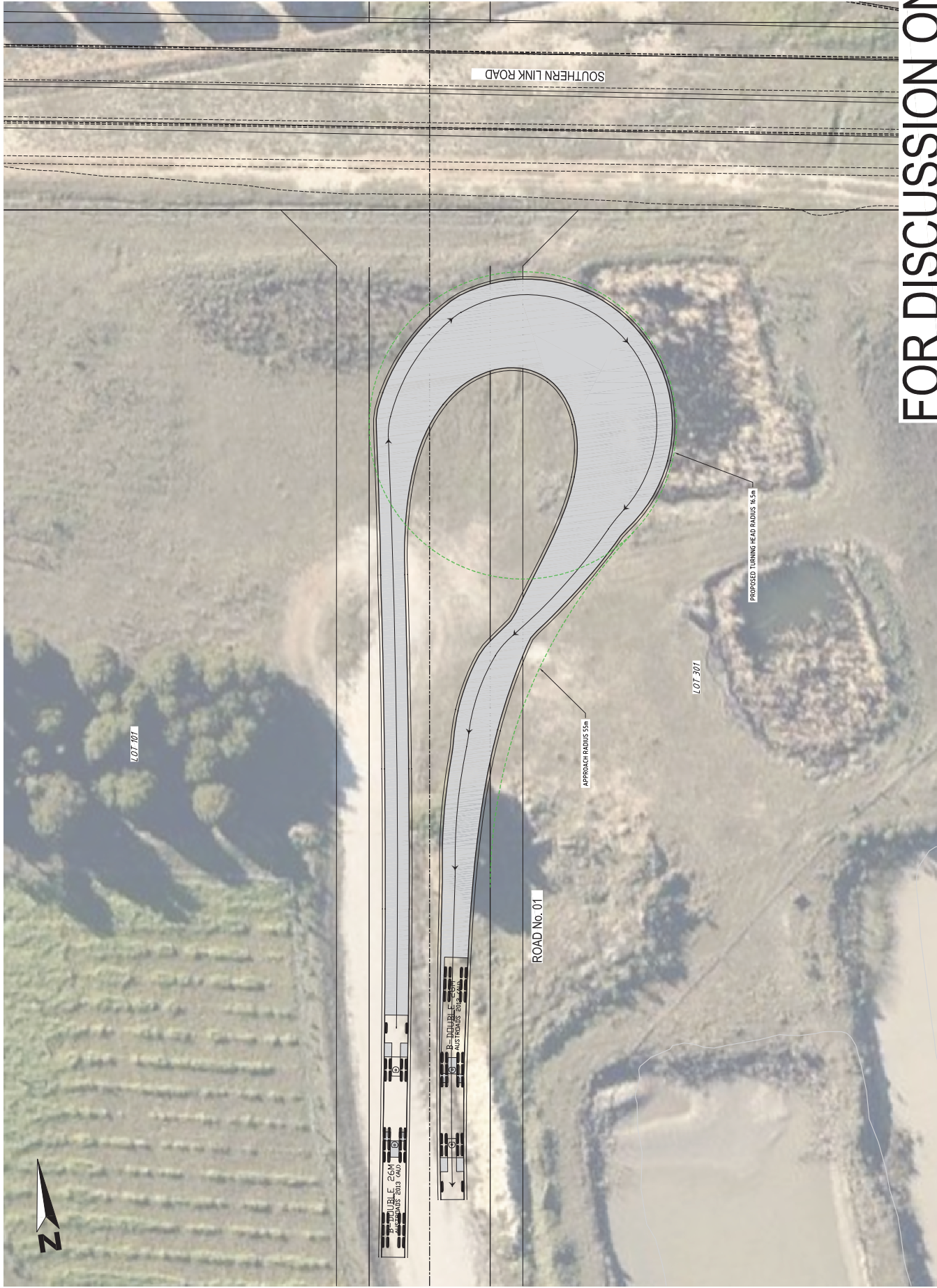


Client: CSR LIMITED
Project: 327-335 BURLEY ROAD, HORSLEY PARK




Drawing Title: OPTION 3: 80km/h STAGE 3 LEFT IN LEFT OUT
Project No.: XT3044.002
Stage: Milestone: Date: Revision: 0
www.calbreconsulting.co.uk

FOR DISCUSSION ONLY



FOR DISCUSSION ONLY

		CSR LIMITED 327-335 BURLEY ROAD, HORSLEY PARK	Drawing Title: PROPOSED TURNING HEAD	Project No.: AT30044J02	Stage: Illustration	Drawn By: SKB/0	Revison: 0																														
Client: CSR LIMITED		Project: 327-335 BURLEY ROAD, HORSLEY PARK		Scale: SCALE 1:200 (A1) SCALE 1:400 (A3)				Revision Details																													
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Issue	Drawn	Design	Check	Date																																	

SOURCE OF AERIAL IMAGE:
NEARMAP CAPTURED 26th JUNE 2014

29 January 2015

Our Reference: SYD14/01289 (A8390566)

Manager Urban Development NSW
Calibre Consulting (NSW) Pty Ltd
PO Box 8300
Baulkham Hills

BROWN RECEIVED 2 FEB 2015		
JOB No.	X13044002	
TT	2/2/15	
SC	3.2.15	

Attention: Stuart Green

Dear Sir

CSR Horsley Park – Proposed Access Options to Southern Link Road

Reference is made to the meeting held 16 December 2014 and your letter of response dated 18 December 2014, regarding the abovementioned proposal which was referred to Roads and Maritime Services (Roads and Maritime) for advice.

Roads and Maritime has reviewed the proposal and provides the following comments for your consideration.

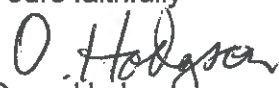
1. Roads and Maritime generally support the 'staged access principles' as identified within the concept plans in Calibre's letter dated 18 December 2014, subject to further discussion over future left/left out access configuration to Road 1.
2. Irrespective of the above, the internal access road identified in Stage 3 is required to ensure functional access is maintained to the north and east for future traffic departing the site.

It is emphasised that the comments provided above are informal. They are not to be interpreted as binding upon Roads and Maritime and may change following formal assessment of a submitted development application from the appropriate consent authority.

Please also be advised that these comments do not satisfy the 'Satisfactory Arrangement' (regional transport infrastructure and services) provisions of State Environmental Planning Policy (Western Sydney Employment Area) 2009. Separate approval must be sought from the Director - General Planning and Environment.

If you have any further enquiries regarding this matter please do not hesitate to contact Mr Greg Flynn on (02) 8849 2318.

Yours faithfully


Owen Hodgson
Manager Land Use
Network and Safety