

# STRATHFIELD DEVELOPMENT CONTROL PLAN NO 14

Part Lot 1 and Lot 2 DP 711168  
Davidson St, Greenacre

Adopted by Council on 6 October 2020

In force from 13 October 2020



<b>AMENDMENTS</b>			
<b>Amendment No.</b>	<b>Description</b>	<b>Adopted by Council</b>	<b>Date Effective</b>
1	Deletion of Part L. Part L has been repealed by a separate document, the Strathfield Community Participation Plan (CPP). All references to Part L deleted and General Housekeeping amendments.	6 October 2020	13 October 2020

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## **1.0 INTRODUCTION**

### **1.1 Name of this Plan**

This Development Control Plan Shall be cited as “Strathfield Development Control Plan No. 14 – Part Lot 1 and Lot 2, DP 711168, Davidson Street, Greenacre.”

### **1.2 Commencement of Development Control Plan**

In pursuance of Council’s resolution of 4 April 2006, this Development Control Plan shall be in force from 3 May 2006.

### **1.3 Aims of the Development Control Plan**

The aims of this plan are:

- a) To provide appropriate development control principles for the development of the site for light industrial to advanced technology uses;
- b) To ensure that the future development of the land is compatible with existing adjacent development;
- c) To specify landscape elements and concepts to be incorporated into any redevelopment of this land; and
- d) To ensure that the site is adequately provided with water, sewerage and stormwater drainage services; and
- e) To ensure environmental and contamination matters are addressed at the Development Application stage.

### **1.4 Land to which plan applies**

This plan applies to the land in Part Lot 1 and Lot 2, DP 711168, Davidson Street, Greenacre.

### **1.5 Local Environmental Plan applying to the land**

The Strathfield Planning Scheme Ordinance, as amended by Strathfield Local Environmental Plan No. 83, applies to the land the subject of this plan.

### **1.6 Relationship to Other DCPs and Policies**

This DCP should be read in conjunction with:

- i) Strathfield Planning Scheme Ordinance 1969;
- ii) Strathfield Stormwater Management Code;
- iii) Strathfield Fencing Guidelines for Existing Domestic Swimming Pools;
- iv) Strathfield Fencing Guidelines for New Domestic Swimming Pools;
- v) Strathfield Tree Preservation Order & Tree Management Strategy;
- vi) Council’s Significant Tree Register & Recommended Tree List;
- vii) Strathfield Landscaping Code;
- viii) Council’s Street Tree Plan of Management;

- ix) Building Code of Australia (BCA);
- x) Exempt and Complying Development within the Strathfield Municipality (refer to SPSO);
- xi) Council's Guidelines for Completing Applications;
- xii) Section 94 Contributions Plan.

## 1.7 Additional provisions

A. This DCP adopts the following provisions of the Strathfield Consolidated Development Control Plan 2005:

- a) Part D - Industrial Development
- b) Part H - Waste Management
- c) Part I - Provision of Off Street Parking Facilities
- d) Part J - Erection and Display of Advertising Signs and Structures
- e) Part K - Development on Contaminated Land
- f) Part M – Educational Establishments
- g) Part N – Water Sensitive Urban Design
- h) Part P – Heritage
- i) Part Q – Urban Design Controls
- j) Part R – Subdivision Minimum Frontage
- k) Strathfield Community Participation Plan

B. For the purposes of the above clause any reference in those Parts to the Consolidated Plan is taken to be a reference to this DCP.

C. A provision of this DCP will have no effect to the extent that:

- a) It is the same or substantially the same as a provision in the SPSO or another environmental planning instrument (**EPI**) applying to the same land; or
- b) It is inconsistent with a provision of the SPSO or another EPI applying to the same land, or its application prevents compliance with a provision of the SPSO or another EPI applying to the same land, and the provision in the SPSO or other EPI will apply.

## 1.8 Legislative Changes

New Clauses 1.6 and 1.7 have been added in order to comply with Part 3 of the Environmental Planning and Assessment Act 1979, introduced under Schedule 2 of the Environmental Planning and Assessment Amendment (Infrastructure and Other Planning Reform) Act 2005 No. 43.

## **2.0 SITING AND DESIGN**

### **2.1 Building Form and Height**

The development of the land is to substantially conform with the principles embodied in **Figure 1**.

The development is to contribute to an improvement in the character and appearance in the locality.

The development of the land is not to detract from the amenity of any surrounding residential development.

Notwithstanding any other provision of this plan, the total floor space ratio (FSR) for the development of the total site area shall not exceed 0.6:1.

### **2.2 Setbacks**

Notwithstanding any other provision of this plan, no non-residential building is to be constructed within a distance of 30 metres from the eastern alignment of Davidson Street.

### **2.3 Landscaping and Fencing**

The site of the development is to be suitably landscaped, particularly between the building and any street alignment.

Existing landscaping is to be supplemented by additional planting to be provided in accordance with a detailed landscape plan to be submitted with the development application for the development of the site.

Appropriate landscaping is to be provided along the site's boundary to the railway land to screen views of the railway tracks.

Appropriate fencing is to be provided along the railway land boundary so as to prevent any person from straying onto the rail lines. Fencing is to also be provided along the Davidson Street boundary to ensure no public or vehicular access is available to or from the site northwards of the roundabout facility at the intersection of Davidson Street and Marlene Crescent.

### **2.4 Streetscape**

A landscaped area with a minimum width of 10m is to be provided adjacent to the eastern alignment of Davidson Street.

In relation to any non-residential development on the land, the landscaping area adjacent to the Davidson Street alignment is to be mounded and planted with suitable species which provide a vegetative visual and acoustical buffer to development on the western side of Davidson Street.

The visual amenity of the site is to be created by the significant quantity and scale of landscaping to be established around the perimeter of the site.

The development should be designed to create a satisfactory streetscape presentation of the property to Davidson Street and the Hume Highway.

Appropriate measures should be taken to ensure the preservation of any trees that are to be retained on the site.

## **2.5 Materials**

Where glass is used externally on a building, the reflectivity index is not to exceed 20%.

## **2.6 Open Space**

The public reserve at the northern end of Davidson Street is to be enlarged as indicated in **Figure 1**.

## **2.7 Services**

### **2.7.1 Water and Sewerage**

Arrangements satisfactory to Sydney Water are to be made for the provision to the land of water and sewerage services prior to the commencement of any building work on the land.

### **2.7.2 Stormwater Drainage**

Arrangements are to be made for the proper management of stormwater drainage to Council's satisfaction so as to ensure that stormwater disposal can be effected without any adverse impact on other properties in the catchment area within which the land is situated.

Any of the facilities required to be established, such as on-site detention are to be designed and constructed in accordance with Council's guidelines and at no cost to Council.

The public reserve at the northern end of Davidson Street may be required to be reshaped by Council to enable the area to be used for stormwater detention in relation to the development of this land during periods of high intensity rainfall.

## **2.8 Parking**

Car parking is to be designed and provided in accordance with Part I of Strathfield Consolidated Development Control Plan 2005 – Provision of Off-Street Parking Facilities.

The development is to provide adequate off-street parking relative to the demand for parking likely to be generated.

Parking areas are generally to be provided between any building to be constructed on the site and Davidson Street.

Adequate precautions, such as appropriately designed fencing, are to be taken to prevent any kerbside parking in Davidson Street resulting from any non-residential development on the land.

## **2.9 Access**

A new access road is to be established off Davidson Street to service any non-residential development on the site in the manner indicated on **Figure 1**.

Access to the site for non-residential development is to be from a proposed roundabout in the vicinity of the intersection of Marlene Crescent, Davidson Street and the proposed new access road.

The roundabout is to be designed to ensure that it is of sufficient size to accommodate articulated vehicles in accordance with the Austroad Guidelines.

The following traffic management facilities are to be established in relation to the future development of the land:

- Traffic signal controls at the intersection of Davidson Street and the Hume Highway;
- A roundabout in the vicinity of the southern intersection of Davidson Street, Marlene Crescent and the new road to be constructed to service the property;
- Threshold treatments are to be established in the residential arms of Davidson Street and Marlene Crescent to provide a clear physical demarcation between the residential and the non-residential sectors of this precinct; and
- Clear and unambiguous signage is to be provided to ensure clear direction to drivers of vehicles using the non-residential sector as to the route that they need to take.

All new access arrangements, roadwork's and traffic management facilities are to be undertaken by the applicant at no cost to Council.

## **2.10 Impact on Surrounding Residential Development**

Goods, plant, equipment and other materials associated with the site are to be stored within a building or suitably screened from surrounding residential development.

The elevation of any building visible from any adjoining residential development is to be designed to be compatible with surrounding residential development.

Noise generation from fixed sources or motor vehicles associated with development is to be effectively insulated or otherwise minimized.

No nuisance is to be caused to residents of surrounding residential properties by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like.

## **2.11 Retail and Commercial Uses**

Commercial premises or shops are only to be developed as ancillary uses to the principle use of the site be it light industrial or advanced technology establishments and if it can be established that:



- a) Such activities will not detrimentally affect the viability of any business centre in the locality;
- b) The development is of a type appropriate to this area.

## **2.12 Restrictions on Industrial Uses**

The development on the site is to be designed to cater for a small number of major users.

The following industries are not to be permitted in any development constructed under this Plan:

- Manufacturing industries
- Hazardous industries
- Offensive industries
- Panel beating and spray painting
- Any other industry included in Schedule 5 of the Strathfield Planning Scheme Ordinance

## **2.13 Contamination**

A Site Contamination Assessment of the land is to be submitted with any development application to be submitted for the construction of a building or for the use of land which indicates that the soil conditions on the site is suitable for the use to be conducted or which identifies any remedial measures that may be required to make the land suitable for the use.

## **2.14 Fauna and Flora**

An assessment of whether there is likely to be a significant effect on threatened species, populations or ecological communities or their habitats is to be submitted with the first application for development consent that is to be submitted to Council. Such assessment is to cover the entire site.

## **2.15 Noise**

The development is to be designed, constructed and sited to mitigate the impact of noise on surrounding residential development.

An acoustic assessment is to be submitted together with development applications that are likely to have a noise impact on surrounding residential development and any noise mitigation measures that are recommended are to be implemented.

Any development of the site is to consider and address various matters raised within the state Rail's publication titled "Rail Related Noise and Variation; Issues to Consider in Local Environmental Planning – Development Applications and Building Applications."

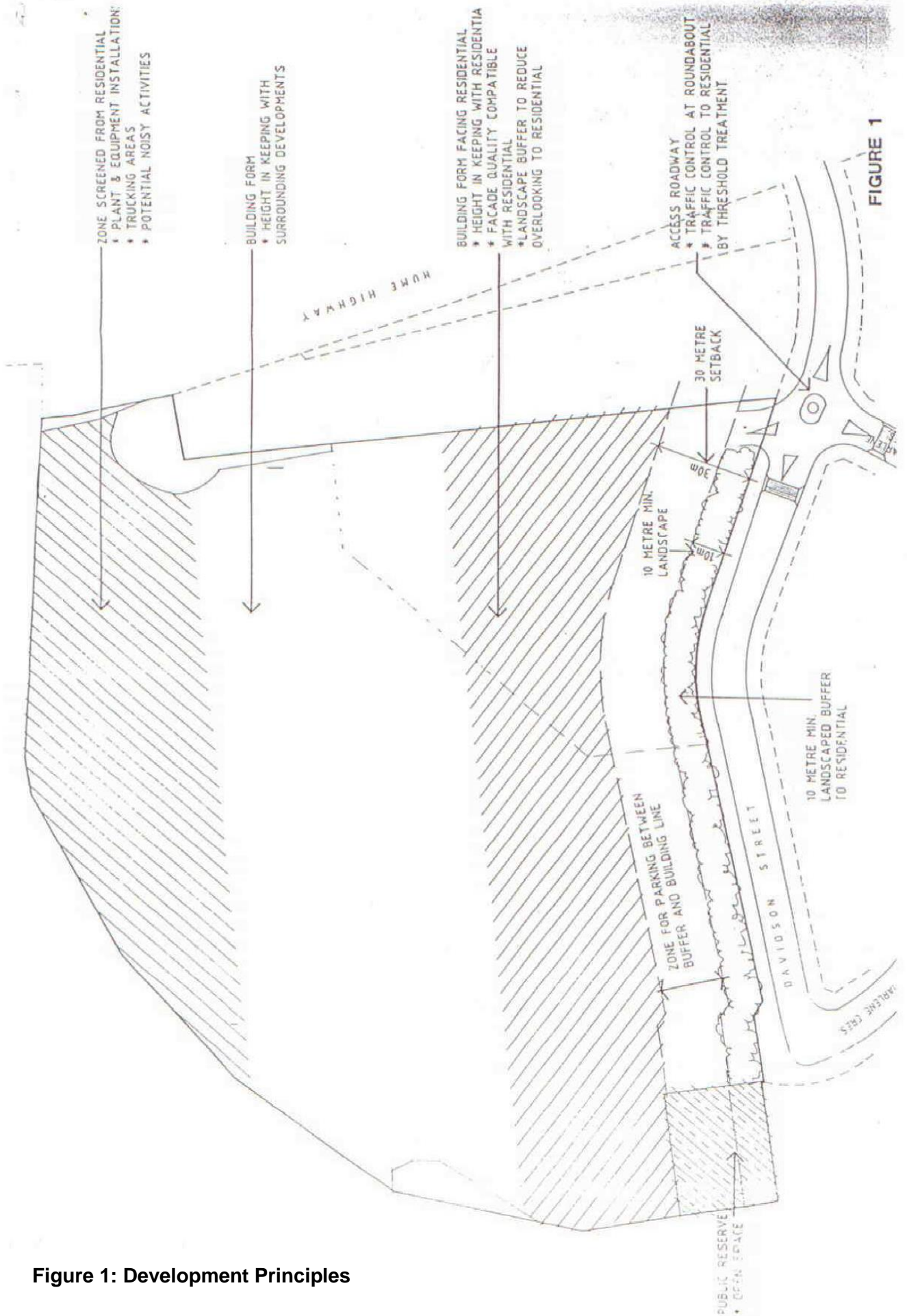


FIGURE 1

Figure 1: Development Principles