

Fairfield City Wide Development Control Plan 2013: Chapter 9 – Industrial Development

The subject Development Application was assessed against the relevant provisions within Chapter 9 – Industrial Development of the Fairfield City Wide Development Control Plan 2013. The subject Development Application was found to be satisfactory against the relevant provisions.

Control	Prescribed	Comment	Compliance
Clause 9.1.1.2 – Lot Frontage	a) The minimum frontage to The Horsley Drive, Victoria Street, Canley Vale Road Extension, Walter Road, Bonnyrigg Avenue, Woodville Road, Hume Highway, Cumberland Highway, Old Wallgrove Road and Wallgrove Road is 60m.	The subject site has a frontage to Newton Road.	Yes
	b) The minimum frontage to all other roads is to be 30m.	Newton Road frontage: = 285m	Yes
Clause 9.1.2 – Building Setbacks	<p>a) The minimum setback for all industrial development is to be 10m of which 5m is to be used for landscaping only, unless described otherwise by the following table:</p> <p>Yennora Precinct: Larra St, Whitaker St, Railway Pde, Antill St, The Prom and Junction St:</p> <p>5m of which 1.5m is to be used for landscaping only. The remainder of the setback may be used for car parking purposes.</p> <p>Yennora Precinct: Northern side of Orchardleigh St:</p> <p>5m of which 1.5m is to be used for landscaping only.</p> <p>East Fairfield Precinct: Lisbon St, Fairfield St, Seville St, Malta St, Mandarin St and Donald St:</p> <p>5m, all of which is to be used for landscaping.</p> <p>Wetherill Park Precinct: The Horsley Dr, Walter St, Victoria St between Cowpasture Rd and Hassall St, excluding Canley Vale Rd:</p> <p>20m of which 10m is to be used for landscaping only. The remainder of the setback may be used for car parking purposes.</p> <p>Wetherill Park Precinct</p>	<p>No changes are sought to the existing building setback.</p> <p>Existing building setback: = 10 metres</p> <p>All of the existing building setback is landscaped.</p>	Yes

	The minimum setback for all land within Wetherill Park, other than those roads described immediately above is to be 10m, all of which is to be landscaped.		
Clause 9.2.1 – Traffic Generating Development	a) Detailed traffic studies need to be submitted for developments listed in Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.	The subject Development Application was referred to Transport for New South Wales (TfNSW) for assessment, pursuant to s2.122 Traffic-generating development of the State Environmental Planning Policy (Transport and Infrastructure) 2021. No concerns were raised.	Yes
Clause 9.2.2.1 – Car Parks (General)	a) Chapter 12 of this DCP outlines general advice and guidelines for the management of car parking, vehicle and access management. This appendix should be read in conjunction with this sub clause to assist in the overall development proposal.	Refer to assessment against Chapter 12.	Refer to assessment
Clause 9.2.2.2 – Car Parking Requirements	a) For general design information on car parking requirements, access and vehicle arrangements, refer to Chapter 12 of this DCP.		
Clause 9.2.3 – Loading Facilities	<p>a) To ensure new development does not adversely intrude on pedestrian and vehicle amenity, applicants will need to demonstrate that loading for their activity can either be carried out:</p> <p>a. on-site without interfering with the efficient operation of the premises (including its carpark); or</p> <p>b. gain access to an on-street loading zone at the front or side of their premises.</p>	<p>The subject Development Application seeks to utilise an existing loading dock facility to conduct loading activities. The loading dock measures 14m in depth and 9.5m in width and is located at the front of the building. A weighbridge measuring 3m in width and 9.6m in length will be installed within the existing loading dock facility to measure all incoming and outgoing waste vehicles. The largest vehicle used for the servicing of the site is a 12.5m long HRV.</p> <p>The proposal also seeks to utilise the existing ramp onsite to conduct unloading activities via a waste receival area. Rear-end tipper trucks will reverse into the waste receival area to conduct unloading of the truck.</p>	Considered acceptable – refer to assessment of key planning issues.
	<p>b) Loading requirements for selected activities are detailed below:</p> <p>Other industry (including wholesaling) and small</p>	<p>Size of premises: = 2,749.8m²</p> <p>The Applicant has satisfactorily demonstrated that a maximum 12.5m HRV can service the unit.</p>	Considered acceptable – refer to assessment of key planning issues.

	<p>warehouse developments less than 3000m2</p> <p>No. of loading facilities required: 1 space per 700m2 GLA.</p> <p>Size of loading bays: Development up to:</p> <ul style="list-style-type: none"> • 150m2 GLA – medium rigid vehicle (3.5m x 8.8m) • 150m2 – 700m2 GLA – heavy rigid (3.5m x 12.5m) • 700m2 – 3000m2 – semi trailer (3.5m x 19m2) <p>Large warehouse developments (greater than 3000m2)</p> <p>No. of loading facilities required: Loading facilities for large warehouse developments will be assessed on merit and are to be justified on the basis of size, number and frequency of goods vehicles likely to visit the premises.</p> <p>Size of loading bays: 3.5m x 19m (semi trailer) (Where B-Doubles are proposed, additional clearance may be required).</p> <p>Bulky goods premises</p> <p>No. of loading facilities required: A minimum of 1 dock for every 4000m2 GLA of bulky goods floor space or part thereof; plus 1 additional dock for every additional 4000m2 provided onsite. This could involve a complex of two or more units sharing a common dock area or where there is a stand along bulky goods unit on a site, it shall be provided with its own loading dock.</p> <p>Size of loading bays: Internal loading area of 3.7m x 19m, signposted and separated from the remainder of the unit or building by bollards or other approved measures. If an internal loading area cannot be provided, an external loading area of the same dimensions is to be provided adjacent or in close proximity to the roller door entrance.</p>	<p>The subject Development Application is for the purpose of a change of use and proposed fitout of an existing industrial unit. Given the unique operations of the business as a resource recovery facility, it is considered that a semi-trailer is not required in the servicing of the premises in this circumstance. Furthermore, the Applicant has demonstrated that the proposed vehicular movements and deliveries to the premises can be satisfactorily conducted onsite, without disturbing the operations of adjoining businesses. Notwithstanding, a condition of consent will be imposed restricting truck sizes to a heavy rigid vehicle.</p>	
Clause 9.2.4 – Onsite Manoeuvring	<p>a) Adequate onsite manoeuvring is to be provided to enable a large rigid truck to enter and leave the site in a forward direction. Where this is not possible because of insufficient lot width then Council will restrict future use of buildings to those uses which do not require servicing by large rigid or articulated vehicles.</p>	<p>The subject Development Application was referred to Council's Engineering Assessment Branch who raised no concerns to the manoeuvrability onsite, subject to conditions of consent.</p>	Yes

Clause 9.2.6 – Pedestrian Movements	a) Pedestrian access through car parking areas should be clearly marked, and where possible emphasised by the use of raised and textured surfaces.	No changes are sought to the existing car parking layout nor pedestrian access movements. Notwithstanding this, it is considered that the car parking spaces, and pedestrian access is sufficiently separated.	Considered acceptable
	b) As far as possible, pedestrian access through car parks should be kept separate from vehicle access ways.		
Clause 9.4.4 – Hours of Operation	<p>a) Where industrial properties are within 500m of residential properties, industrial operating hours will generally be restricted within the range of:</p> <p>a. Monday to Friday: 7:00 AM – 6:00 PM</p> <p>b. Saturday: 7:00 AM – 12:00 PM noon</p> <p>c. Sunday: no operations.</p> <p>d) Proposals to operate outside of either of these hours will be considered upon their merits and may be required to be supported by an Acoustic Engineer's Report.</p>	The subject site is located approximately 1320 metres away from the nearest residential receivers.	Not applicable
Clause 9.5.1 – Stormwater Disposal	a) Relevant controls, performance criteria and where the policy applies can be found in Chapter 3 of the Stormwater Management Policy – September 2017.	The subject Development Application was referred to Council's Engineering Assessment Branch, who raised no concerns to the proposed stormwater arrangements onsite, subject to conditions of consent.	Yes
Clause 9.5.2 – On Site Detention	a) Relevant controls, performance criteria and where the policy applies can be found in Chapter 4 of the Stormwater Management Policy – September 2017.		
Clause 9.5.3 – Water Conservation	a) Relevant controls, performance criteria and where the policy applies can be found in Chapter 5 of the Stormwater Management Policy – September 2017.		
Clause 9.5.4 – Water Quality Improvement	a) These objectives are only applicable to the Wetherill Park Industrial Area Stormwater Management Zone. Relevant controls and performance criteria can be found in Chapter 6 of the Stormwater Management Policy – September 2017.		
Clause 9.6.6.2 – Site Servicing	<p>a) Utility availability – Appropriate conditions will be inserted in any development consents granted requiring certification on the availability of suitable telecommunications, electricity, water and sewer services for development.</p> <p>b) Pre DA consultation with Endeavour Energy is helpful in identifying any existing network</p>	The subject Development Application was externally referred to TransGrid. No concerns were raised.	Yes

	assets impacted by the proposed development. Applicants are advised to submit load applications to Endeavour Energy as early as possible in the design phase. Upon receiving loading applications, Endeavour Energy can work with applicants and their Accredited Services Provider L3 (network designer) with the preferred method of supply to their developments: for example, the installation of an indoor or pad mounted substation. Space required to be allocated for any proposed indoor and pad mounted substations can be incorporated within final architectural plans submitted to Council as part of the DA approval process.		
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Fairfield City Wide Development Control Plan 2013: Chapter 12 – Car Parking, Vehicle and Access Management

The subject Development Application was assessed against the relevant provisions within Chapter 12 – Car Parking, Vehicle and Access Management of the Fairfield City Wide Development Control Plan 2013. The subject Development Application was found to be satisfactory against the relevant provisions.

Control	Prescribed		Comment	Compliance
Clause 12.1.1 – Car Parking Rates	Use / Activity	Minimum Number of Car Spaces Required	A Traffic Parking Assessment was submitted as part of the subject Development Application. As part of the assessment, a survey was conducted on the Goterra Facility in Hume, ACT. It was concluded that one (1) car parking space is required per staff member and an additional car parking space for visitors. Considering there will be no more than six (6) staff members onsite at any given time, and it is expected that there will be no more than three (3) visitors per week (this is equivalent to a daily visitor parking demand over 7 days being 0.43 spaces), a total of seven (7) car parking spaces	Considered acceptable – refer to assessment of key planning issues.
	Resource Recovery Facility	To be determine by a car parking survey of a comparable facility		

		are required to be provided.	
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