

PART 9

Industrial development



Part 9 Industrial Development

Contents

9.1	Introduction.....	2
9.1.1	Application of this chapter.....	2
9.1.2	General Objectives.....	2
9.2	General Provisions.....	2
9.2.1	Built Form.....	2
9.2.2	Site Area and Subdivision.....	3
9.2.3	Setbacks.....	3
9.2.4	Building Design & Appearance.....	4
9.2.5	Landscaping.....	6
9.2.6	Vehicle Access and Parking.....	7
9.2.7	Environmental Protection.....	8
9.2.8	Signage.....	11
9.2.9	Office Premises.....	11
9.2.10	Creative Industries.....	12
9.2.11	Industrial / Sensitive Land Use Interface.....	13
9.3	Precinct / Character Controls.....	15
9.3.1	Beverly Hills.....	16
9.3.2	Blakehurst.....	18
9.3.3	Carlton.....	20
9.3.4	Kingsgrove.....	22
9.3.5	Peakhurst.....	24
9.3.6	Penshurst – Forest Road.....	26
9.3.7	Penshurst – Penshurst Lane.....	28
9.3.8	South Hurstville.....	30

9.1 Introduction

9.1.1 Application of this chapter

This part applies to all land zoned E4 General Industrial under the Georges River LEP 2021.

Existing dwelling houses in the E4 zone and alterations to such dwellings are to comply with relevant provisions within Georges River LEP 2021 and Part 3 – General Planning Considerations and Part 6.0 – Residential Controls of this DCP.

9.1.2 General Objectives

- (a) Encourage employment generating uses;
- (b) Guide the nature, scale and quality of development in the industrial areas;
- (c) Ensure that the design of future development within the industrial areas enhances the amenity, visual quality and character of the area;
- (d) Encourage the development of well-landscaped industrial zoned with well-maintained industrial/commercial buildings and sites;
- (e) Ensure development has minimal impacts on adjacent sensitive land uses;
- (f) Ensure that development incorporates safe, effective, adequate and convenient provision for servicing, parking, pedestrian and vehicular access and movements;
- (g) Ensure that the effects of development upon drainage, water quality and stormwater management are considered; and
- (h) Encourage ecologically sustainable development.

9.2 General Provisions

9.2.1 Built Form

Objectives

- (a) Ensure that the form, scale, design and nature of development maintains and enhances the visual quality of industrial areas;
- (b) Ensure that the scale of any new industrial development is compatible with surrounding development; and
- (c) Floor space is distributed on the site to ensure that the height, bulk and scale of development is in context with the surrounding development.

Controls

1. Development is to comply with the maximum Height of Building Standard for land zoned E4 General Industrial as prescribed in Clause 4.3 and associated maps of the Georges River LEP 2021.
2. Development is to comply with the maximum Floor Space Ratio Standard for land zoned E4 General Industrial as prescribed in Clause 4.4 and associated maps of the Georges River LEP 2021.

9.2.2 Site Area and Subdivision

Objectives

- (a) Ensure sites are of sufficient size to accommodate a range of industrial, warehouse and related uses; and
- (b) Ensure sites are large enough to achieve appropriate streetscape presentation and adequate vehicle access, vehicle manoeuvrability and parking.

Controls

1. Development is to comply with the minimum lot size standards for land zoned E4 General Industrial as prescribed in Clause 4.1 of the Georges River LEP 2021 and associated maps.

9.2.3 Setbacks

Objectives

- (a) Minimise the impact of development and buildings on the surrounding area;
- (b) Provide a setback that enhances the streetscape and provides for landscaping;
- (c) Ensure that adequate area is available to accommodate landscaping, access, parking and manoeuvring of vehicles;
- (d) Ensure sufficient solar access for occupants of adjacent buildings, particularly residences and recreational areas; and
- (e) Create a pleasant environment within and external to the site.

Controls

1. A minimum front setback of 4.5 metres is required for all industrial development, except where otherwise specified in the site specific precinct controls (**Figure 1**).
2. Within the front setback, a minimum 3 metres wide deep soil landscaped strip is to be provided along the front boundary. This area is to be devoid of any structures, storage areas, car parking and manoeuvring areas.

3. A minimum secondary street setback of 3 metres is required for all industrial development, except where otherwise specified in the site specific precinct controls.
4. The secondary street setback frontage is to contain deep soil landscaping with minimum dimensions of 3 metres in width. This area is to be devoid of any structures, storage areas, car parking and manoeuvring areas.
5. Nil setbacks to side and rear boundaries are permitted where abutting existing industrial development.
6. Greater setbacks are required where adjoining a sensitive land use – refer to Section 9.2.11 – Industrial / Sensitive Land Use Interface controls in this DCP.

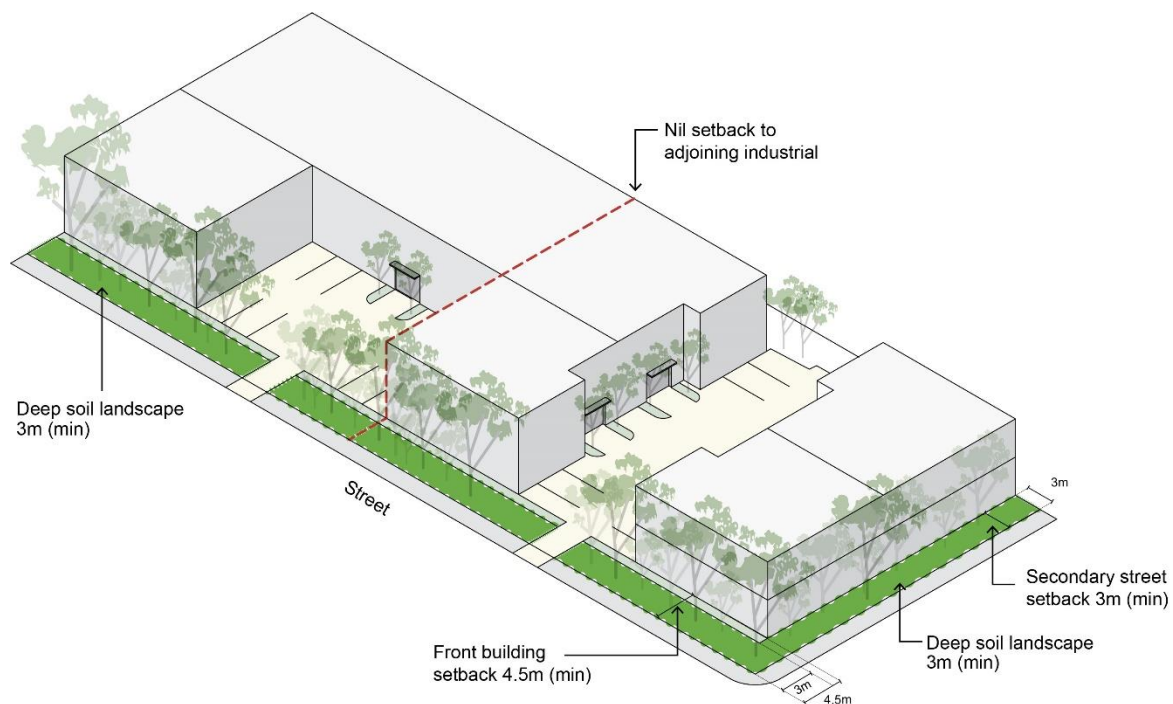


Figure 1: Industrial Building Setbacks Diagram

9.2.4 Building Design & Appearance

Objectives

- (a) Achieve a high standard of development both in terms of design and finish;
- (b) Enhance the streetscape of the locality;
- (c) Ensure open storage areas are properly screened to minimise any adverse visual effects of the development; and
- (d) Ensure building materials mitigate noise impacts to adjoining development, particularly residential development.

Controls

Facades

1. Building facades are to be an innovative and contemporary architectural appearance.
2. Architectural features are to be included in the design of new buildings to provide for more visually interesting industrial areas. Such features may include:
 - i. Distinctive parapets or roof forms
 - ii. Articulated facades
 - iii. Distinctive entries
 - iv. A variety of window patterns
 - v. Balustrades
 - vi. Pergolas and other sun shading devices; and
 - vii. Selection of building materials.
3. Building facades visible from a public road, reserve, railway or adjacent or adjoining residential areas are to be articulated to minimise large expanses of blank walls and constructed of high quality materials and suitable finishes.
4. Building facades are to be designed to minimise the visual dominance of loading docks fronting the street.
5. Where blank walls on street frontages are unavoidable in new construction they must be screened by landscaping or treated as sculptural elements incorporating murals reflecting modern architectural design.
6. External finishes must be robust and graffiti resistant, in particular those facades fronting a public road, reserve or railway.
7. Non-reflective materials and finishes are to be used. Reflective surfaces on the external wall of a proposed building are to be no greater than 20%.
8. In addition to the above requirements, any new industrial development exceeding 12 metres in height is to comply with the provisions outlined in Clause 6.10 - Design excellence of the Georges River LEP 2021.

Roofs

9. All rooftop or exposed structures including lift motor rooms, plant rooms, etc., together with air conditioning, ventilation and exhaust systems, are to be suitably screened and integrated with the building in order to ensure a properly integrated overall appearance. If the site adjoins a residential premise the facilities are to be located away from the residential boundary.

Public Utilities

10. Council may require the bundling of cables in the area surrounding the development to reduce the visual impact of overhead street cables.

Lighting

11. Lighting must be provided to the external entry path, common lobby, driveway, and car park to a building using vandal resistant, high mounted light fixtures.
12. The lighting in a car park must conform to the relevant Australian standards.
13. External lighting to an industrial development must give consideration to the impact of glare on the amenity of adjoining residents.

Facilities

14. The siting of a telecommunication facility, aerial, satellite dish, plant room, lift motor room, mechanical ventilation stack, exhaust stack, and the like must integrate with the architectural features of the building to which it is attached; or be sufficiently screened when viewed from the street and neighbouring residential zoned land.

Service Areas

15. Service areas including waste, recycling areas and external storage areas are to be located away from principal street frontages and screened from view.

Fencing

16. Fencing is not to be constructed within any landscape setback area.
17. Fencing at the front of premises is to be of an open design and a maximum height of 1.8m.
18. Fences on boundaries directly adjoining residential properties are to be constructed of pre-painted solid metal or full brick to provide screening and noise control.

9.2.5 Landscaping

Objectives

- (a) Ensure industrial development contributes to the creation of a high quality landscape environment and enhances the general streetscape and public domain;
- (b) Preserve significant trees and vegetation on the site and adjoining land;
- (c) Provide landscaping and planting that is of an appropriate scale and size to the industrial development;

- (d) Provide landscape buffers between industrial and non-industrial land uses;
- (e) Minimise the impact of at grade car parking, storage and circulation spaces; and
- (f) Increase natural stormwater infiltration and decrease runoff through landscaping.

Controls

1. Deep soil landscaping is to be provided in the front setback area. This landscaping is to have a minimum depth of 3m measured from the front boundary (see **Figure 1**).
2. Deep soil landscaped areas are to be provided to areas fronting both primary and secondary streets, and sensitive land uses – refer to Section 9.2.3 – Setbacks and Section 9.2.11 – Industrial / Sensitive Land Use Interface controls in this DCP.
3. Landscaping, with a minimum width of 2.5m, is to be provided around car parking areas. This landscaping is to include suitable canopy trees to provide shade.
4. Buildings, driveways and service trenches are to have a minimum setback of 4m from existing trees on the site and adjoining land which have been assessed as being significant and warranting retention.
5. An outdoor communal area is to be provided within sites at a rate of 1m² per employee, with a minimum total area of 10m².
6. Outdoor communal areas should incorporate green space and shading where possible.
7. Energy efficient and sustainable landscaping practices are to be incorporated in the landscape design.
8. Street trees are to be planted to all street frontages.

9.2.6 Vehicle Access and Parking

Objectives

- (a) Encourage vehicle access, parking and servicing areas that:
 - i. are safe, efficient and direct.
 - ii. are sufficient for user needs and is convenient.
 - iii. adequately provide for people with a disability.
 - iv. integrated with the form and arrangement of buildings on site.
 - v. minimise large expanses of hard paving.
 - vi. minimise adverse impact on the amenity of the development, streetscape and surrounding neighbourhoods.

Controls

1. Car parking and loading bays are to comply with the requirements of Section 3.13 – Parking Access and Transport of this DCP.
2. Design and layout of parking and loading facilities is in accordance with the relevant Australian Standards.
3. All vehicles are to enter and leave the site in a forward direction.
4. All loading facilities are to be provided in accordance with the current RMS ‘Guidelines to Traffic Generating Developments’.
5. Buildings shall be designed to allow loading/unloading of vehicles within the building.
6. Where site width allows, loading docks are to be situated to the side or rear of buildings.
7. Access and mobility provisions must comply with Section 3.17 - Universal / Accessible Design of this DCP.
8. Pedestrian access through car parking areas should be clearly marked, and where possible emphasised by the use of raised and textured surfaces.
9. Pedestrian access through car parks should be kept separate from vehicle access ways.

9.2.7 Environmental Protection Acoustic and Visual privacy

Objectives

- (a) Ensure a high level of amenity by protecting the acoustic and visual privacy of occupants within all built development;
- (b) Ensure buildings are sited and designed so that acoustic and visual privacy and vibration from outside sources is controlled to acceptable levels;
- (c) Minimise noise transmission between nearby buildings and adjoining development;
- (d) Ensure that new development incorporates architectural and building elements that contribute to protecting the acoustic and visual privacy of any adjoining residents; and
- (e) Ensure buildings are sited and designed so that traffic and rail noise, vibration and potentially harmful air quality effects are controlled to acceptable levels.

Controls

1. Development is to comply with the relevant provisions specified in the Noise Policy for Industry (2017).

2. Development is to comply with the relevant provisions specified in SEPP (Transport and Infrastructure) 2021.
3. Design developments to locate all noise generating equipment such as mechanical plant rooms, mechanical equipment, air conditioning units, mechanical ventilation from car parks, driveway entry shutters, loading docks, garbage collection areas or similar to protect the acoustic privacy of workers, residents and neighbours.
4. Where appropriate individual buildings and groups of buildings are to be located to act as barriers to the noise.
5. Utilise the site and building layout to maximise the potential for acoustic privacy by providing adequate building separation within the development and from neighbouring buildings. This is particularly important where proposed development abuts residential uses and/or residentially zoned land.
6. Developments within 200m of a residential or sensitive land use are to be designed to minimise impacts on the amenity of residential or sensitive land uses.

Operational Restrictions

Objectives

- (a) Ensure that industrial development operates in a manner compatible with adjoining land uses.

Controls

1. The hours of operation of industrial activities (with the exception of ancillary offices and other non-noise generating components) are between the hours of 7.00 am and 7.00 pm. Mondays to Saturdays inclusive, with no work on Sundays or Public Holidays.
2. Uses that propose to operate outside of the standard hours of operation referenced above are required to submit a Plan of Management. Further details are outlined in Council's Development Application Guide.
3. For uses adjoining residential land, refer to Section 9.2.11 – Industrial / Sensitive Land Use Interface controls in this DCP.

Waste

Objectives

- (a) Encourage waste minimisation (source separation, reuse and recycling) and ensure efficient storage and collection of waste and quality design of facilities.

Controls

1. Comply with the provisions of Section 3.12 – Waste Management of this DCP.

Hazardous and Offensive Development

Objectives

- (a) Ensure that any risk to human health, property or the natural environment arising from the operation of the development is minimised and addressed.

Controls

1. Planning controls relating to the storage and / or transport of hazardous substances are provided within but not limited to the following legislation and guidelines:
 - i. State Environmental Planning Policy (Resilience & Hazards) 2021.
 - ii. Hazardous Industry Planning Advisory Papers (HIPAPs).
 - iii. Hazardous and Offensive Development Application Guidelines – Applying SEPP 33.
 - iv. Assessment Guideline – Multi-level Risk Assessment.

Further details can be found at www.planning.nsw.gov.au/Policy-and-Legislation/Hazards

Energy Efficiency

Objectives

- (a) Ensure development is ecologically sustainable, maximises energy efficiency and conservation through building design, construction and occupation.

Controls

1. Development is to comply with the requirements of Section 3.11 – Ecologically Sustainable Development and Section 3.14 – Utilities in this DCP.

Safety and Security

Objectives

- (a) Ensure the design and layout of industrial developments satisfies the operational requirements while ensuring the safety and convenience of occupants and visitors; and

- (b) Ensure that development is integrated with the public domain and contributes to an active pedestrian orientated environment.

Controls

1. Buildings are to be orientated towards public streets and, where relevant, internal streets to consolidated developments.
2. Frontages and entries overlook and are clearly visible from the street whilst providing a sense of address and visual interest.
3. Office and administration areas should be located at the front of the building overlooking the street and any associated car parking areas.
4. Minimise the number of pedestrian and vehicular access points in close proximity to each other and nearby uses.
5. Staff parking should be secured and contain lighting in accordance with relevant Australia Standards.

9.2.8 Signage

Objectives

- (a) Provide signage opportunities for the purpose of business identification, general information and giving directions;
- (b) Ensure that signage is integrated with the building and its setting; and
- (c) Signage is considered, designed and located as an integrated part of the overall development.

Controls

1. Signage is to comply with the requirements of SEPP (Industry & Employment) 2021.
2. Signage is to comply with the requirements of Section 3.18 – Advertising and Signage of this DCP.
3. Site identification signs, directional signs and advisory signs are to be integrated into directory boards.

9.2.9 Office Premises

Note: Does not apply to creative industries or bulky goods premises.

Objectives

- (a) Permit office development in E4 zone where it does not compromise industrial or related uses; and
- (b) Ensure that signage is integrated with the building and its setting.

Controls

1. In an industrial building where ancillary office or showrooms are proposed, the office or showroom area shall not exceed 25% of the total floor space of the premises.

9.2.10 Creative Industries

Objectives

- (a) Support creative industries in Georges River LGA;
- (b) Clarify the types of uses most suited to the industrial areas;
- (c) Encourage the adaptive reuse of existing character buildings wherever possible;
- (d) Manage mixed use activities and their impacts so as to minimise land use conflicts; and
- (e) Encourage active streetscapes by promoting ground floor employment generating uses.

Controls

1. The types of office and business uses that can be undertaken in the E4 General Industrial zones are only those for the purpose of a creative purpose such as media, advertising, fine arts and craft, design, film and television, music, publishing, performing arts, cultural heritage institutions or other related purposes (refer to *Clause 13 of Schedule 1 Additional permitted uses* relating to office premises to be used for a *creative purpose*).
2. Development must be of a bulk, scale and height that responds to the desired future character of the area and minimises impacts on residents.
3. The design of work spaces must provide for an on-site common delivery/loading or service vehicle area.
4. To maintain active street frontages and streetscape design, vehicle access points must be provided from existing rear lanes. Where existing subdivision patterns do not enable rear lane access, vehicular access points should not exceed 6m of the street frontage.
5. Buildings must be retained and reused wherever possible and practical. This may result in flexible spaces to accommodate varying uses.
6. Development must improve pedestrian amenity by incorporating awnings, clear pedestrian entry points from primary streets, street furniture or art in any design

concept. Blending of the private and public domain at the street interface is encouraged to create a vibrant and accessible place.

7. Development is to consolidate driveways in order to improve pedestrian access in these areas.
8. The display of creative industry products and services is encouraged.
9. To promote the creative industries, hours of operation may be varied to accommodate quarterly forums or exhibition openings that may occur in the evening, provided the amenity of nearby residential properties is maintained.

9.2.11 Industrial / Sensitive Land Use Interface

Note: Sensitive land uses include any adjoining residential uses, community land uses, educational uses, stormwater channels / watercourses, public open space and recreational areas.

Objectives

- (a) Reduce the land use conflict between Industrial and sensitive land uses;
- (b) Achieve an appropriate transition between development on the fringe of Industrial zones and development in surrounding areas;
- (c) Ensure industrial development and related uses are sympathetic with the streetscape character and maintains the amenity of surrounding development; and
- (d) Ameliorate any potential adverse amenity, noise, privacy or overshadowing impacts upon any adjoining or neighbouring residential development from any proposed non-residential development.

Controls

1. A minimum 3 metre side or rear building setback is required for any building abutting a sensitive land use. This setback is to be increased by 1 metre for every additional metre in height for the proposed development, above 9 metres in building height (refer to **Figures 2 and 3** below).

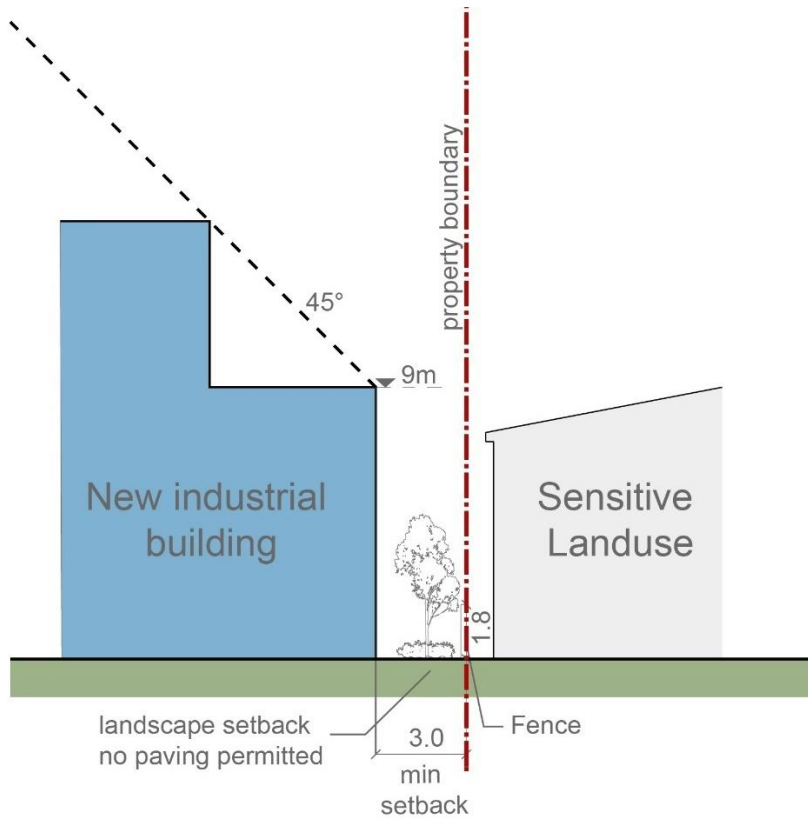


Figure 2: Sensitive land use building setbacks

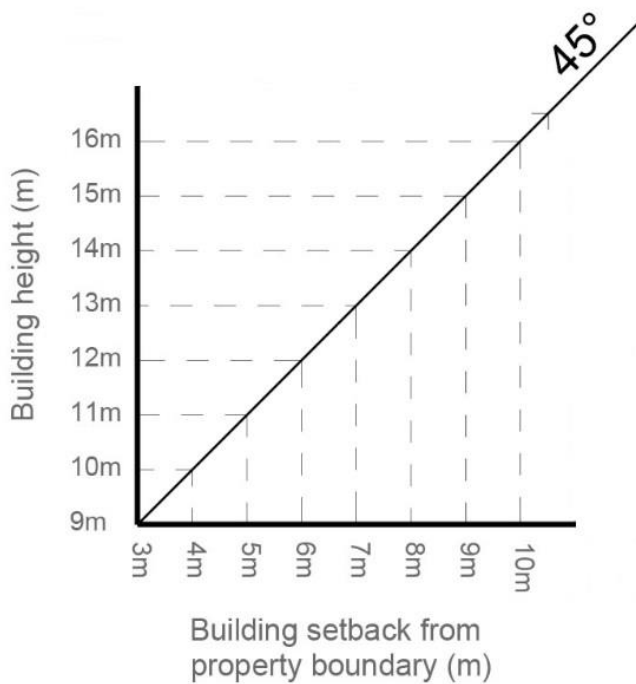


Figure 3: Sensitive land use building setbacks

2. A minimum 3m setback area, adjoining a sensitive land use, is to be densely landscaped with indigenous trees and shrubs, which at maturity will screen the

development from the residence. Details of the proposed planting are to be provided on a landscape plan to be submitted with the Development Application.

3. At least one living area of a dwelling on an adjoining allotment must receive a minimum 3 hours of sunlight between 9.00am and 3.00pm at the winter solstice. Where this requirement cannot be met, the development must not result in additional overshadowing on the affected living areas of the dwelling.
4. A minimum 50% of the required private open space for a dwelling that adjoins a development receives at least 3 hours of sunlight between 9.00am and 3.00pm at the winter solstice. Where this requirement cannot be met, the development must not result in additional overshadowing on the affected private open space.
5. For any proposed development that adjoins a residential property, the hours of operation are to be restricted to between 7.00am and 6.00pm Mondays to Saturdays and no work on Sundays or public holidays.
6. Uses that operate outside of the normal hours of operation referenced above are required to submit a Plan of Management, which will need to be supported by an acoustic report.
7. Noise emissions are to comply with the following noise criteria:
 - i. An industrial development is to be designed to locate sources of noise such as garbage collection, loading/unloading areas, air conditioning plant/other machinery, and parking areas away from adjoining sensitive land uses.
 - ii. Industrial waste pick up and drop off is only to occur within the hours of 7.00am to 6.00pm Monday to Saturday.

9.3 Precinct / Character Controls

The following controls apply to all development within the relevant precinct as identified on the respective Precinct Map (**Figure 4**). Any inconsistency between a control under this section and elsewhere within the development control plan, this section will take precedence to the extent of any inconsistency.

9.3.1 Beverly Hills



Figure 4: Map of Beverly Hills – Peshurst Street Industrial Precinct

Desired Future Character

The Beverly Hills precinct is a relatively small precinct on Peshurst Street, comprising a mix of manufacturing and wholesale trade or auto related uses servicing the local community. Buildings are older with a high degree of site coverage and minimal provision of off-street parking.

Redevelopment of the precinct is encouraged, to renew building stock and provide improved and more attractive streetscape, public domain and amenity outcomes. New development should ideally include the amalgamation of No.169B with Nos. 171 to 175. This would significantly increase the development potential and yield within the Precinct. Future redevelopment would also provide opportunities for landscaped setbacks to residential interface.

Street tree planting and landscaping of front setbacks will improve public domain and the streetscape.

Objectives

- (a) Promote development of urban industrial services to support local residents and businesses;
- (b) Encourage active streetscapes by promoting ground floor employment generating uses;

- (c) Promote amalgamation of lots to improve street presence at northern end of Precinct;
- (d) Encourage high quality buildings of contemporary design to create attractive streetscapes;
- (e) Deliver improved public domain and streetscapes through street tree planting and landscaped front setbacks; and
- (f) Improve amenity by providing landscaped setbacks to residential interfaces.

Precinct Specific Controls



Figure 5: Beverly Hills – Penshurst Street Industrial Precinct specific controls

- Amalgamation of Nos. 169B with 171-175, otherwise 169B and 171 Penshurst Street preferred.
- Landscaped setbacks to residential interfaces (**Figure 5**).

9.3.2 Blakehurst



Figure 6: Map of Blakehurst Industrial Precinct

Desired Future Character

Blakehurst is a small but highly visible precinct on the eastern side of King Georges Road at the intersection of Princes Highway. Fragmented by the Mater Dei Catholic Church and Primary School, the precinct also includes a number of properties along Heath Road to the north.

Development within this precinct will continue to build on the strength of the excellent exposure, but will require improved access and increased off-street parking as part of future development to remain successful.

New development can continue to retain a nil setback to the King Georges Road and Princes Highway street frontages. Relatively large lot sizes provide opportunity for redevelopment and renewal of older building stock. Amalgamation with the Heath Road properties should be encouraged to provide opportunities for improved vehicular access and provision of off-street parking. Future redevelopment will also enable the provision of improved landscaped buffers to sensitive adjoining uses.

Objectives

- (a) Promote development of urban industrial services to support local residents and businesses;
- (b) Encourage active street frontages to King Georges Road;
- (c) Promote amalgamation of lots to deliver improved access (via Heath Road) and increase the provision of off-street parking;
- (d) Encourage the construction of high quality buildings of contemporary design to create attractive streetscapes; and
- (e) Improve amenity by providing landscaped setbacks to neighbouring school and residential interfaces.

Precinct Specific Controls



Figure 7: Blakehurst Industrial Precinct specific controls

- Maintain nil setbacks to King Georges Road and Princes Highway frontages (refer **Figure 7**).
- Increase landscaped buffers to sensitive interface.
- Amalgamation with Heath Road properties encouraged.

9.3.3 Carlton



Figure 8: Map of Carlton Industrial Precinct

Desired Future Character

The Carlton precinct is an important precinct as it provides and will continue to provide a largely local service function and essential services to the local community and businesses.

Regeneration of older building stock should be encouraged, along with amalgamation of smaller and narrower lots to achieve larger development sites, with increased landscaping and off street parking.

Opportunities exist for greening of this precinct and improved public domain, through street tree planting, landscaped frontages and landscaped setbacks to the stormwater channel and residential interfaces.

Objectives

- (a) Promote development of urban industrial services to support local residents and businesses;
- (b) Encourage lot amalgamation to increase lot sizes and increased off-street parking and improved landscaped frontages;

- (c) Encourage high quality buildings of contemporary design to create attractive streetscapes;
- (d) Retain, protect and enhance existing landscape character along stormwater channels by providing tree planting and landscaped setbacks;
- (e) Deliver improved public domain and street planting; and
- (f) Improve amenity by providing landscaped setbacks to residential interfaces.

Precinct Specific Controls



Figure 9: Carlton Industrial Precinct specific controls

- Landscaped setback to the stormwater channel (refer **Figure 9**).
- Landscaped setbacks to residential interface.

9.3.4 Kingsgrove

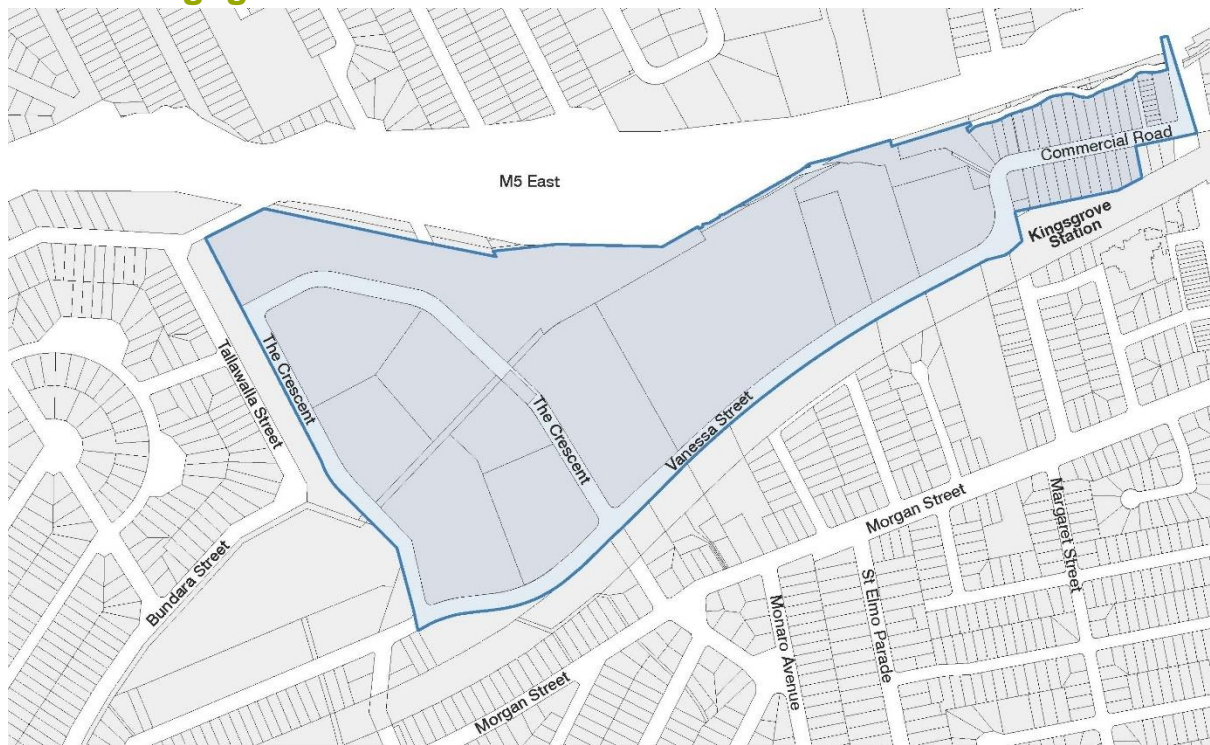


Figure 10: Map of Kingsgrove Industrial Precinct

Desired Future Character

Layout/setting

Kingsgrove Precinct plays an important employment role in a highly accessible location adjacent the M5 Motorway and Kingsgrove Railway Station. Existing land uses comprise a mix of wholesale trade, manufacturing, rental/hiring/real estate services and professional/scientific and technical services.

This Precinct is a very large precinct that has the greatest potential for redevelopment and intensification given it comprises large flat industrial parcels, relatively unconstrained land and is well buffered from sensitive land uses. There is the potential for redevelopment of the larger landholdings with more intensive, modern business park development with significant office components or higher intensity industrial.

Changes in built form would provide opportunities for increased frontage activity on larger sites. Strata title subdivision of existing and future business parks should be avoided to retain flexibility for comprehensive and integrated development of the area.

Existing stormwater channels, being the upper headwaters of Wolli Creek, traverse the precinct. These stormwater channels provide an important drainage function but also have the potential to provide opportunities for improved amenity to be delivered through the creation of landscaped corridors with increased tree canopy, provision of bike and pedestrian links, which may facilitate the potential future naturalisation of these creek corridors in the future.

The eastern end is more constrained with buildings, typically built boundary to boundary with a high degree of site coverage providing limited opportunities for parking or landscaping.

Buildings and parking forward of the building dominate the streetscape resulting in a very pedestrian unfriendly public domain. Opportunities exist for greening through improvements to the public domain and street tree plantings.

Objectives

- (a) Encourage new land uses including high-tech industries, research and development, freight handling and other airport related industries in addition to the existing more traditional employment uses;
- (b) Encourage active street frontages;
- (c) Increase amenity by introducing landscaped setbacks along the water channels and provide for pedestrian and cyclist movement;
- (d) Encourage new buildings to also address the stormwater channel corridors;
- (e) Encourage high quality buildings of contemporary design to create more attractive streetscapes; and
- (f) Retain, protect and enhance existing landscape character by providing tree planting along stormwater channels.

Precinct Specific Controls



Figure 11: Kingsgrove Industrial Precinct specific controls

- Landscaped setbacks to stormwater channels (refer **Figure 11**).

9.3.5 Peakhurst



Figure 12: Map of Peakhurst Industrial Precinct

Desired Future Character

The Peakhurst industrial precinct is the largest and most diverse industrial precinct in the LGA (**Figure 12**). The precinct plays an important employment role with a broad mix of land uses, including traditional manufacturing, trade and construction industries, and a mix of community uses, bulky goods retailing and is anchored by the Mortdale Plaza (Woolworths development). This composition should be maintained and further retail development within the precinct avoided.

With the exception of several large business parks, the subdivision pattern is highly fragmented, with a dominance of long narrow lots. Amalgamation of these long narrow lots is encouraged to provide more efficient industrial development. The creation of larger and wider lots will reduce the dominance of driveways and loading docks to the street, increase opportunities for landscaped front setbacks, street tree planting and the provision of off street parking.

Recent development has delivered higher quality contemporary designs to an otherwise precinct of mixed building stock. Increased renewal of the older building stock is encouraged and provides opportunities to address the shortage of off-street parking, some through basement parking.

The precinct requires the provision of street trees and planting of significant canopy trees within front setbacks, to improve streetscapes and the public domain. Increased landscaped buffers are to be provided to the residential interface along the south-east boundary of the precinct as part of redevelopment.

Objectives

- (a) Maintain a diverse range of industries to support local residents and the wider area and minimise retail uses;
- (b) Encourage active streetscapes by promoting ground floor employment generating uses;
- (c) Promote amalgamation of lots;
- (d) Encourage increased off-street parking, landscaping and improved public domain;
- (e) Encourage high quality buildings of contemporary design to create more attractive streetscapes; and
- (f) Improve amenity by providing landscaped setbacks to residential interfaces.

Precinct Specific Controls

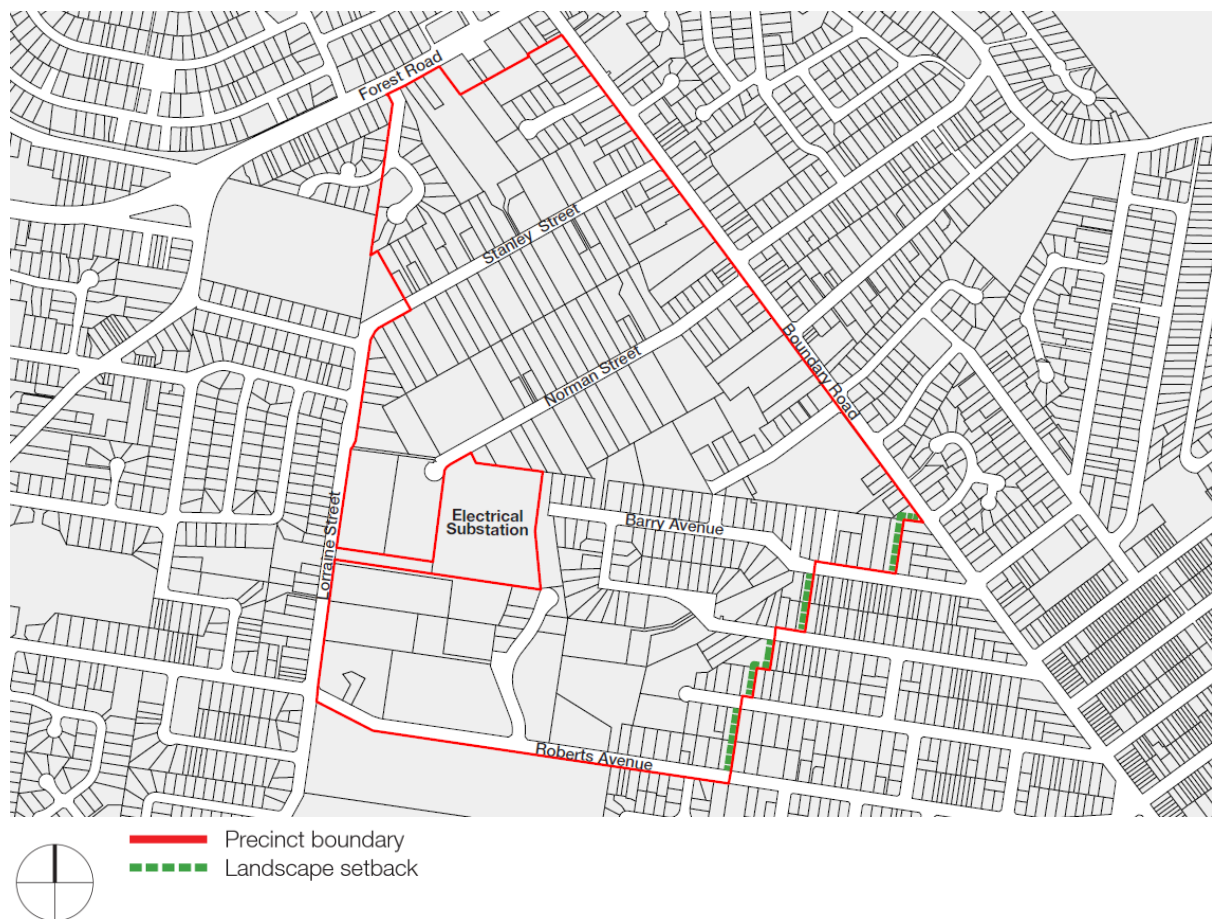


Figure 13: Peakhurst Industrial Precinct specific controls

- Landscaped setbacks to residential interface (refer **Figure 13**).

9.3.6 Penshurst – Forest Road



Figure 14: Map of Penshurst – Forest Road Industrial Precinct

Desired Future Character

Forest Road, Penshurst is a relatively small precinct that enjoys frontage to the busy Forest Road, in close proximity to King Georges Road and the Penshurst Local Centre (**Figure 14**).

Existing land uses are largely auto related, servicing the local community and businesses and operate out of older building stock. There is an absence of any recent development or upgrade of building stock.

Older building stock on a number of the key corner sites provides an excellent opportunity for renewal, with high quality contemporary buildings. New development should promote pedestrian amenity along Forest Road through the provision of active building frontages and awnings. Nil setbacks to front and secondary street frontages are promoted and landscaped setbacks provided to adjoining residential land uses to the side and rear. Vehicular access should be via the secondary frontage, where available. Storage areas are to be provided at the rear, where possible, and screened.

The busy arterial road frontage of this precinct prevents any significant public domain improvement works or tree planting. Landscaping should therefore be provided to rear and side boundaries that have an interface to the adjoining residential development.

Objectives

- (a) Promote development of urban industrial services to support local residents;
- (b) Encourage active streetscapes by promoting ground floor employment generating uses;
- (c) Promote amalgamation of lots;
- (d) Encourage high quality buildings of contemporary design to create more attractive streetscapes, in particular on key corner sites; and
- (e) Improve amenity by providing landscaped setbacks to residential interfaces.

Precinct Specific Controls

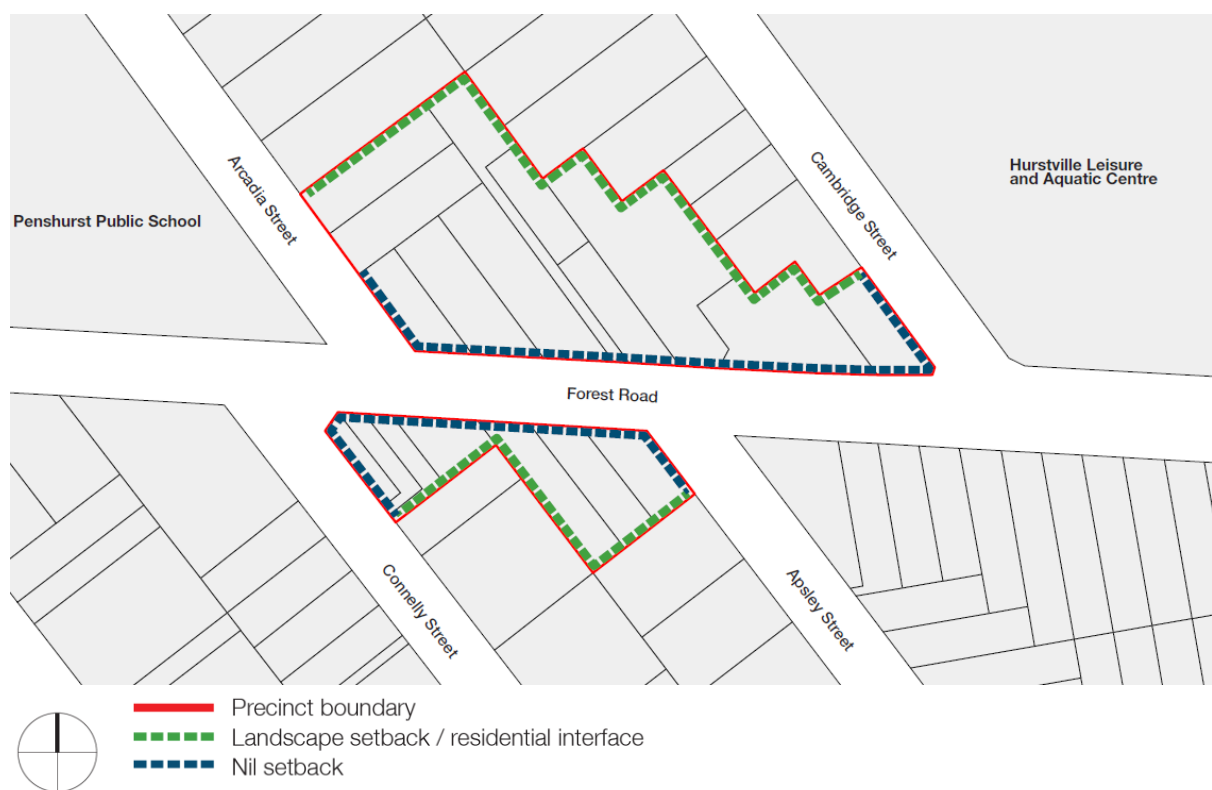


Figure 15: Penshurst – Forest Road Industrial Precinct specific controls

- Nil setback to Forest Road and secondary frontages (refer **Figure 15**).
- Landscaped setbacks to residential interfaces.

9.3.7 Penshurst – Penshurst Lane



Figure 16: Map of Penshurst – Penshurst Lane Industrial Precinct

Desired Future Character

The Penshurst Lane precinct is a very small industrial precinct hidden at the centre of the Penshurst Local Centre, adjacent the Penshurst Railway Station (**Figure 16**).

Whilst being a very small precinct with limited exposure to passing traffic and poor vehicular access, the precinct enjoys an excellent location near public transport and at the centre of the Penshurst Local Centre. This provides potential for more creative, flexible and innovative industries that could leverage off the location yet function in harmony with the surrounding residential and commercial development. This could include artisan type uses, galleries, and workshops.

The older buildings and laneway location lend redevelopment towards adaptive re-use of existing buildings. Alternatively, a wholesale redevelopment could provide an upgrade in building stock and quality of architecture including removal of mobile phone infrastructure. Any redevelopment will be required to protect the line of existing trees along the northern boundary that provide amenity to the adjoining residential flat buildings. Redevelopment could encourage revitalisation of the immediate commercial properties that back onto Penshurst Lane to the east and assist with the broader function and vitality of the local centre.

Lot amalgamation and wholesale redevelopment could facilitate public domain improvements, including road widening of Penshurst Lane, and provision of a turning head and pedestrian footpath.

Objectives

- (a) Promote development of urban industrial services to support local residents;
- (b) Foster a diverse range of industries, including creative and innovative industries;
- (c) Encourage active streetscapes by promoting ground floor employment generating uses;
- (d) Promote amalgamation of lots;
- (e) Encourage high quality buildings of contemporary design to create more attractive streetscapes;
- (f) Deliver improved public domain to improve amenity and pedestrian access and safety; and
- (g) Improve amenity by providing landscaped setbacks to residential interfaces.

Precinct Specific Controls



Figure 17: Precinct specific controls

- Amalgamation (**Figure 17**).
- Road widening outside No.3 Penshurst Lane.
- Side setback to northern boundary of No.3 Penshurst Lane to protect/maintain adjoining trees within adjoining residential properties.

9.3.8 South Hurstville



Figure 18: Map of South Hurstville Industrial Precinct

Desired Future Character

The South Hurstville precinct is a small, isolated precinct abutting residential properties and public open space (**Figure 18**). Vehicular access is via the surrounding residential streets with little or no public transport in the vicinity.

The precinct provides for a diversity in industries, including community use, construction, offices, bulky goods, storage, auto and other services. The precinct has the potential to foster creative uses that could function in harmony with the surrounding residential development.

The majority of the precinct is occupied by existing strata developments. Consequently, there is limited opportunity for significant changes in built form. The age and scale of existing buildings have potential for re-use rather than any wholesale redevelopment.

The public domain has an absence of street tree canopy but is otherwise in relatively good condition. Street tree planting should be undertaken, where possible.

Objectives

- (a) Promote development of urban industrial services to support local residents;
- (b) Foster a diverse range of industries, including creative and innovative industries;

- (c) Encourage active streetscapes by promoting ground floor employment generating uses;
- (d) Encourage high quality buildings of contemporary design to create more attractive streetscapes; and
- (e) Improve amenity by providing landscaped setbacks to residential interfaces and open space.

Precinct Specific Controls



Figure 19: Precinct specific controls

- Landscaped setbacks to residential and open space interfaces (refer **Figure 19**).