

ADCP2010 COMPLIANCE ASSESSMENT

Proposed Warehouse and Distribution Centre
11 – 13 Percy Street, Auburn

SDD-10470

The following sections of the Auburn Development Control Plan 2010 (ADCP2010) have been addressed, as requested by Cumberland City Council in their response to the Secretary’s Environmental Assessment Requirements (SEARs) request.

AUBURN DEVELOPMENT CONTROL PLAN 2010 – COMPLIANCE ASSESSMENT			
Standard	Detail	Comments	Compliance
Industrial Areas			
2.0 Built Form	<p>D1 Buildings shall be designed to:</p> <ul style="list-style-type: none"> ▪ <i>introduce variations in unit design within building groups.</i> ▪ <i>introduce solid surfaces, preferably masonry, incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations.</i> ▪ <i>include an appropriate variety of materials and façade treatments so as to create visual interest on a high quality design outcome.</i> 	<p>The proposed development incorporates variation in materiality, particularly to the front façade, which promotes design excellence.</p> <p>Materiality includes:</p> <ul style="list-style-type: none"> ▪ Profiled metal cladding ▪ Aluminium sun blades ▪ Painted precast concrete - “surfmist” or similar ▪ Painted frame - “jasper” or similar ▪ Vertical climbing plants ▪ Vision glazing ▪ Brick 	YES
	<p>D2 On corner sites, the building reinforces the corner by massing and facade orientation.</p>	The subject site is not a corner lot.	N/A
	<p>D3 Number of storeys – B6 Enterprise Corridor</p> <p><i>Development for hotel and motel accommodation and office premises on land zoned B6 Enterprise Corridor on Silverwater Road shall be a maximum of three (3) storeys.</i></p> <p><i>Development for hotel and motel accommodation and office premises on land zoned B6 Enterprise Corridor on Parramatta Road shall be a maximum of six (6) storeys.</i></p>	The subject site is not within the B6 Enterprise Corridor.	N/A
3.0 Streetscape and Urban Character	3.1 Streetscape		
	<p>D1 Fencing along street boundaries with a height greater than 1m shall be located at a minimum setback applicable to buildings (refer to setback controls overleaf) and with landscaping in the area available between the fence and the property boundary.</p>	The proposed development incorporates a 1.8m palisade fence to the front boundary, with varied setback from the property boundary. The intent of the varied setbacks is to enhance driveway entrances, provide protection of vehicles parked at the ground	NO

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		level spaces facing Percy Street, and also to limit rubbish dumping in the front landscaped areas.	
	D2 <i>Facades of new industrial buildings shall adopt a contemporary appearance.</i>	The architecturally designed building offers a very contemporary appearance, which is complemented by practical but effective landscaping.	YES
	D4 <i>Architectural features shall be included in the design of new buildings to provide for more visually interesting industrial areas, including:</i> <ul style="list-style-type: none"> ▪ <i>elements which punctuate the skyline;</i> ▪ <i>distinctive parapets or roof forms;</i> ▪ <i>visually interesting facades;</i> ▪ <i>architectural emphasis on the built form; and</i> ▪ <i>a variety of window patterns.</i> 	The proposed development incorporates an abundance of articulation and architectural features to create streetscape interest. <ul style="list-style-type: none"> ▪ The level one office form is designed to slightly project into the skyline, which creates a point of difference and promotes wayfinding for visitors of the site. ▪ A variety of colours, finishes and materials are utilised to generate an interesting façade, superior to an ordinary warehouse facility. 	YES
	3.2 Front setbacks		
	D1 <i>New buildings within industrial areas shall have a minimum front setback of:</i> <ul style="list-style-type: none"> ▪ <i>4.5m from other roads, and</i> ▪ <i>0m from laneways.</i> <i>In the case of a corner allotment, the setback to the secondary road shall be 3m.</i>	The proposed development achieves 10.0m building setback to the Percy Street boundary.	YES
	D2 <i>Front setback areas shall not be used for car parking, storage or display of goods.</i>	The front 4.5m of the site is proposed to be landscaped, with the exception of the necessary fire hydrant and substations.	YES
	3.3 Side and rear setbacks		
	D1 <i>Buildings may be built on a nil side or rear setback except where a setback is required to screen buildings from:</i> <ul style="list-style-type: none"> ▪ <i>public places;</i> ▪ <i>adjoining residential properties;</i> ▪ <i>other sensitive land uses;</i> ▪ <i>where rear access is required; or</i> 	The proposed development has accounted for zero side setbacks to account for driveway areas.	YES

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	<ul style="list-style-type: none"> ▪ <i>where land adjoins the M4 Motorway. In such circumstances a 4.5m landscape setback is required.</i> 		
	D2 <i>Where a site adjoins a residential zone, side and rear setbacks of 3m shall be required.</i>	The subject site does not adjoin a residential zone.	N/A
	D3 <i>Development adjacent to Duck River shall provide a 5m easement for public access within the foreshore building line area along Duck River. This easement shall be established under a Section 88B instrument and shall be registered with the NSW Land and Property Management Authority.</i>	The subject site is not adjacent to Duck River.	N/A
4.0 Landscaping	D1 <i>All areas not built-upon shall be landscaped to soften the impact of buildings and car parking areas.</i>	The proposed development offers complementary landscaping to soften areas that are not built-upon. Additional landscaping is also proposed at the upper parking level and through climbers at the main building entrance.	YES
	D2 <i>Storage areas and other potentially unsightly areas shall be screened from adjacent properties.</i>	Storage areas are located at the rear of the subject site.	YES
	D3 <i>Landscaping within setback areas shall be of a similar scale to buildings. All landscaped areas shall be separated from vehicular areas by means of a kerb or other effective physical barriers.</i>	The proposed landscaping is of a scale that is comparative to that of the proposed building and is to be separated from vehicular areas by appropriate kerbing.	YES
	D4 <i>Car parking areas, particularly large areas shall be landscaped so as to break up large expanses of paving. Landscaping shall be required around the perimeter and within large carparks.</i>	The proposed landscaping complements the proposed built form and acts to screen car parking areas.	YES
	D5 <i>In open parking areas, 1 shade tree per 10 spaces shall be planted within the parking area.</i>	The proposed development does not include open parking areas.	N/A
	D6 <i>A minimum of 15% of the site shall be provided and maintained as soft landscaping, with lawns, trees, shrubs, for aesthetic purposes and the enjoyment of workers of the site.</i>	The proposed development includes 2,510m ² of landscaping, which equates to 12.93% of the site area. The proposed landscaping is compatible with surrounding commercial and industrial developments.	NO
	D7 <i>Fencing shall be integrated as part of the landscaping theme so as to minimise visual impacts and to provide associated site security.</i>	Fencing has been integrated with the proposed landscaping.	YES

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	<i>D8 Landscaping shall promote safety and surveillance of the street. Note: Applicants shall refer to Council's Policy on Crime Prevention Through Environmental Design (CPTED).</i>	The proposed landscaping allows for site users to survey the street.	YES
	<i>D9 Landscaping shall allow sufficient line of sight for pedestrians, cyclist and vehicles.</i>	The proposed landscaping has been designed to maintain safe accessibility and operations of the subject site.	YES
	<i>D10 Paving and other hard surfaces shall be consistent with architectural elements.</i>	The paving and hardstand areas designed to complement the architecture of the proposed development.	YES
Parking and Loading			
2.0 Off-street parking requirements	<i>D1 All new development shall provide off-street parking in accordance with the parking requirement tables of the respective developments in this Part.</i>	The number of car parking spaces required for the proposed development is: <ul style="list-style-type: none"> ▪ Office use – 1 space per 40sqm GFA ▪ Warehouse use – 1 space per 300sqm GFA Application of these parking rates to the proposed 19,250m ² warehouse and 1,355m ² of office/customer pick-up facility, results in a requirement of some 98 parking spaces. The proposed parking provision is 150 spaces, including two disabled parking spaces. This satisfies the requirement and is therefore appropriate.	YES
	<i>D2 In circumstances where a land use is not defined by this Part, any development application shall be accompanied by a detailed parking and assessment prepared by a suitably qualified professional which includes, but is not necessarily limited to the following:</i> <ul style="list-style-type: none"> ▪ a detailed parking survey of similar establishments located in areas that demonstrate similar traffic and parking demand characteristics; ▪ other transport facilities included in the development; ▪ anticipated traffic generation directional distribution and nature of impacts expected; 	The proposed development is defined by this Part.	N/A

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	<ul style="list-style-type: none"> ▪ <i>an assessment as to whether the precinct is experiencing traffic and on-street parking congestion and the implications that development will have on the existing situation;</i> ▪ <i>an assessment of existing public transport networks that service the site, particularly in the off-peak, night and weekend periods and initiatives to encourage its usage;</i> ▪ <i>possible demand for car parking space from adjoining localities;</i> ▪ <i>occasional need for overflow car parking; and</i> ▪ <i>requirements of people with a limited mobility, sensory impairment.</i> 		
<p>7.0 Loading requirements</p>	<p>D1 <i>Driveway access and adequate on-site manoeuvring shall be provided to enable all delivery vehicles to enter and leave the site in a forward direction.</i></p>	<p>Swept path diagrams form part of the Traffic Impact Assessment, prepared by CBRK, which demonstrates that the driveway accesses are adequate to cater for their intended vehicle.</p>	<p>YES</p>
	<p>D2 <i>Industrial developments having a floor area greater than 400m² shall include loading and unloading facilities to accommodate a 'heavy rigid vehicle' as classified under AS 2890 – Parking Facilities. Smaller developments shall make a provision for a 'medium rigid vehicle' as classified under the above Australian Standard. All development applications shall be accompanied with a manoeuvring analysis with 'auto turn or the like' and details of swept paths showing compliance with AS 2890 – Parking Facilities.</i></p> <p><i>Note: The applicant shall identify the likely service vehicle sizes accessing the site and shall provide service vehicle spaces in accordance with AS 2890 – Parking Facilities.</i></p>	<p>Refer to swept path diagrams in the Traffic Impact Assessment, prepared by CBRK.</p>	<p>YES</p>
	<p>D3 <i>Loading/unloading facilities shall be positioned so as to not interfere with visitor/employee or resident designated parking spaces.</i></p>	<p>Loading and unloading areas are separate from parking areas.</p>	<p>YES</p>
	<p>D4 <i>The service area shall be a physically defined location which is not used for other purposes, such as the storage of goods and equipment.</i></p>	<p>The site service area is clearly defined through architectural features and signage.</p>	<p>YES</p>

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	<i>D5 The design of loading docks shall accommodate the type of delivery vehicles associated with the development and potential uses of the development.</i>	Refer to Architectural Plans, prepared by Nettleton Tribe, and Traffic Impact Assessment, prepared by CBRK.	YES
	<i>D6 Buildings shall be designed to allow loading and unloading of vehicles within the building and at all times. Where achievable, loading docks should be situated to the side or rear of buildings. In the case of commercial development access can be provided from a laneway.</i>	The proposed development has been designed around the loading of vehicles, which is the primary operation of the proposed facility.	YES
	<i>D7 That loading bays for trucks and commercial vehicles shall be provided in accordance with Table 9 below.</i>	Refer to Traffic Impact Assessment, prepared by CBRK.	YES
	<i>D8 Loading/unloading areas shall be provided in accordance with AS 2890.2 – Off-Street Commercial Vehicle Facilities.</i>	Refer to Traffic Impact Assessment, prepared by CBRK.	YES
Access and Mobility			
2.0 Design guidelines for access	2.1 New/proposed development		
	<p><i>D1 The following key standards shall apply when designing for access and mobility:</i></p> <ul style="list-style-type: none"> ▪ <i>AS 1428.1 – Design for Access and Mobility: General Requirements for Access – New Building Work.</i> <p><i>This standard sets out the minimum requirements for disabled access that apply to all proposed developments that are subject to development applications except for buildings classes specified in section 1.2 of this part within the Auburn LGA.</i></p> <ul style="list-style-type: none"> ▪ <i>AS 1428.2 – Design for Access and Mobility: Enhanced and Additional requirements – Buildings and Facilities. This standard sets out enhanced requirements for the minimum access stated under AS 1428.1.</i> ▪ <i>AS 1428.3 – Design for Access and Mobility Requirements for Children and Adolescents with Physical Disabilities. This standard sets out requirements for the design and installation of tactile indicators for use on ground floor surfaces to assist the mobility of people with vision impairment.</i> 	Refer to Access Review Report, prepared by Morris Goding.	YES

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	<ul style="list-style-type: none">▪ <i>AS 1428.4 – Design for Access and Mobility: Tactile Ground Surface Indicators for the Orientation of People with Vision Impairment. This standard sets out requirements for the design and installation of tactile indicators for use on ground floor surfaces to assist the mobility of people with vision impairment.</i>▪ <i>Building Code of Australia.</i>▪ <i>AS 2890 – Parking facilities.</i> <p><i>This standard sets out access requirements relating to off street commercial vehicle parking.</i></p>		
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** end of relevant controls **