

APPENDIX QQ
BAYSIDE
DEVELOPMENT
CONTROL PLAN
2022
ASSESSMENT

BAYSIDE DEVELOPMENT CONTROL PLAN 2022		
Control	Compliance	Comment
Part 3 – General Development Provisions		
Car Parking Rates		
Warehouse or distribution centres The following car parking rate applies: Two (2) spaces or one (1) space per 300m ² GFA, whichever is greater plus 1 space per 40m ² of ancillary office space GFA.	YES	The Proposal has the following total GFA. Warehouse GFA of 37,092.2m ² Office GFA of 3,486.3m ² End of Trip Facilities GFA of 52.8 m ² (included as office) The following car parking is required: 37,092.2/300 = 124 car parking spaces 3,539.1/40 = 89 car parking spaces Total required: 213 car parking spaces. The following car parking is provided: Total: 239 car parking spaces
Part 6 – Non- residential Development: Industrial Premises		
General		
C1. Industrial development is to comply with the following: a) site operations and equipment associated with a development are to be contained wholly within the site. b) building design and site layout shall allow for an efficient and safe system for manoeuvring, loading, and unloading, and parking of vehicles within the site.	YES	The operations and equipment of the Proposal are located wholly within the site. Building design and site layout allows for efficient and safe manoeuvring, loading, unloading and car parking.
C2. Where an industrial unit complex consists of more than ten (10) units, the building layout must allow for visual connections through and beyond the site to	N/A	The Proposal does not consist of more than 10 units.



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assist in breaking down the visual scale of the development and provide more legible site access for visitors.		
C3. An industrial development should 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 residential properties	YES	The Proposal has been designed to reduce noise generating operations including waste collection. Loading and unloading areas have been strategically placed adjacent Moore Street, obscured from any potentially sensitive receivers. A Noise and Vibration Impact Assessment (NVIA) has been prepared and is available at Appendix Y , which confirms that subject to the recommended mitigation measures, noise matters will be effectively managed.
C4. Local road networks within the LGA are not to be adversely affected as a result of the operations of an industrial or business use.	YES	A Transport Impact Assessment (TIA) report has been provided which confirms that the Proposal will not adversely affect the operation of the local road network. See Appendix X for details.
C5. Buildings are to provide basic amenities for workers and visitors including a designated staff room or area that is: a) adequately furnished for staff b) provided with attached kitchen/kitchenette with a fridge, microwave, sink and tea/coffee making facilities.	YES	The Proposal includes staff rooms, offices, end of trip facilities, and bathrooms. The Proposal will be adequately furnished for staff and include a kitchen area for staff.
C6. For sites in excess of 1,000m ² , an outdoor staff recreation area is to be provided with the following configurations: a) a minimum of 16m ² , with a minimum dimension of three (3) metres. b) ideally located in either: • the front building setback • in an upper floor balcony • in an enclosed courtyard iv. in any other landscaped setting on the site c) designed to include a table and chairs d) designed to allow at least 6m ² , to receive direct sunlight for the four hours between 10AM and 2PM during mid-winter; and e) provide shading in summer.	YES	The development provides an outdoor recreation area for staff with a minimum dimension of 16m ² . Table and chairs may be incorporated in the design.



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C7. If an outdoor staff recreation area is provided within the landscaped area at the front of the site, then the landscaped setback required in Part 4.3.5 of this DCP should be increased by an additional 1m.	N/A	The outdoor staff recreation is not located in the landscaped area.
C8. Lighting is to be provided at all building entry and exit points to ensure safe access. External lighting to an industrial development must consider the impact of glare on the amenity of adjoining residents.	YES	Lighting is provided at all building entry and exit points to ensure safe access.
Site Planning and Setbacks		
C9. Floor space is to be distributed on the site to ensure the scale of the building reinforces the role of the street and buildings are arranged and aligned to create a pleasant working environment.	YES	The Proposal is compliant with the maximum floor space ratio of 1:1. A floor space ratio of 0.92:1 is provided.
C10. The street setback of an industrial building must respond to the desired street setback and the future character statement of the street. Where the setback of adjoining buildings is inconsistent, the building should be consistent with the dominant setback found along the street.	YES	The Proposal has a building setback to Moore Street and Wentworth Avenue of 29.3m and 25m, respectively.
C11. For sites with a road frontage to residential areas: a) buildings are to address the street, with restricted access points; and b) warehouse/factory functions as well as car parking, manoeuvring areas, loading, and unloading facilities are to be located away from the residential areas	YES	The Proposal does not have road frontage to residential areas. Notwithstanding, the Site is located within 70m of a residential zone. Building access and warehouse functions, car parking and manoeuvring is strictly limited to the E4 General Industrial zone.
C12. Industrial development is to avoid locating loading and unloading facilities and the majority of car parking along the main frontage.	YES	The Proposal is designed with a dual frontage. The best design for the development includes having loading areas along the Moore Street façade to reduce visual and noise amenity impacts to sensitive receivers along Wentworth Avenue.
C13. Not less than 10% of the development site shall be landscaped. On sites over 2,000m ² the front landscaped setbacks are additional to the 10% requirement. The majority of landscaping shall front the street/s to which the development fronts and include side and rear landscaped areas.	YES	The Site has an area of approximately 44,075m ² . The Proposal provides a landscaped area of 5,602.6m ² and is therefore compliant.



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C14. Setbacks are to be in accordance with the following table: <table border="1"> <thead> <tr> <th>Boundary</th><th>Landscape Setback</th><th>Building Setback</th></tr> </thead> <tbody> <tr> <td>Front – to a non-classified road (Refer to Notes)</td><td>3 metres</td><td>9 metres (Refer to Notes)</td></tr> <tr> <td>Front – to a classified road (Refer to Notes)</td><td>4 metres</td><td>9 metres (Refer to Notes)</td></tr> <tr> <td>Side – adjoining a non-residential use/zone including lanes</td><td>2 metres</td><td>2 metres (Refer to Notes)</td></tr> <tr> <td>Side – adjoining a residential use/zone or in the Council's opinion the building impacts on the streetscape</td><td>3 metres</td><td>3 metres (Refer to Notes)</td></tr> <tr> <td>Rear – (Refer to Notes)</td><td>Nil to 3 metres</td><td>Nil to 3 metres</td></tr> </tbody> </table>	Boundary	Landscape Setback	Building Setback	Front – to a non-classified road (Refer to Notes)	3 metres	9 metres (Refer to Notes)	Front – to a classified road (Refer to Notes)	4 metres	9 metres (Refer to Notes)	Side – adjoining a non-residential use/zone including lanes	2 metres	2 metres (Refer to Notes)	Side – adjoining a residential use/zone or in the Council's opinion the building impacts on the streetscape	3 metres	3 metres (Refer to Notes)	Rear – (Refer to Notes)	Nil to 3 metres	Nil to 3 metres	YES	The Proposal has the following setbacks: • 13m rear landscape setback. • 9m rear landscape setback. • The minimum side landscape setback is 2m and adjoins a non-residential zone. • The building front setback is 29.3m. • The building rear setback is 25m. • The minimum building side setback is 17m
Boundary	Landscape Setback	Building Setback																		
Front – to a non-classified road (Refer to Notes)	3 metres	9 metres (Refer to Notes)																		
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Rear – (Refer to Notes)	Nil to 3 metres	Nil to 3 metres																		
C15. Development on a corner-lot site is to provide: - a minimum 9m building setback to the main street/road. - a minimum 3m building setback to the secondary road/street. - enable sufficient sightlines from traffic in accordance with the relevant Australian Standard (AS2890.1).	N/A	The Site is not a corner allotment.																		
C16. A minimum three (3) metre side or rear building setback is required for any building abutting a residential property. This setback is to be increased by one metre for every additional metre in height for the proposed development, above 5 metres in building height.	N/A	The Proposal does not adjoin a residential building.																		
External Materials																				
C17. Where a new building or alterations and additions to an industrial building is proposed abutting a residential property the front building line setback is to complement the front building line setback of the adjoining residence.	N/A	The Proposal does not adjoin a residential building.																		



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C18. No buildings, structures, car parking, storage or vehicle manoeuvring areas are permitted within a minimum 10m wide area adjoining Alexandra Canal and 6m along the tributaries of the Canal.	YES	The Site does not adjoin Alexandra Canal and is not within 6m of the tributaries of the Canal.
C20. No part of the main building and other structures (including basement car parks, driveways, or OSD/infiltration system) are to encroach into the setback area.	YES	No part of the building OSD, car park or driveways encroach into the minimum setback area.
C21. Visitor car parking for industrial development (excluding multi-unit industrial development) may be provided at the front of buildings behind the setback required under the relevant sections of this DCP.	N/A	The Proposal is a multi-unit industrial development.
C22. For multi-unit industrial development, car parking and loading/unloading facilities are not to be located within the front setback to the street.	YES	The car parking is located within the rear setback.
C23. Building entrances are to be clearly defined and located so that visitors can readily distinguish the public entrance to each building.	YES	Building entrances are clearly defined and located so that visitors can read and distinguish the public entrances.
C24. Access to each entrance is to be provided by a safe direct route, avoiding potential conflict with vehicles manoeuvring on site.	YES	Separate access for pedestrians and vehicles is provided to the Site. Pedestrians have direct access to the office spaces and do not conflict with ongoing warehouse operations.
C25. Development on sites south of Wentworth Avenue are required to access the site via the use of Foreshore Drive.	NOTED	Noted. A TIA has been prepared detailing vehicular access. The site has no direct access via Wentworth Avenue. See Appendix X for details.
Building Design		
C26. Building form is to provide visual interest through an articulated façade, such as projecting wall elements, shading devices, legible building entrances, and a variation in texture / finishes / materials.	YES	The built form is considered to provide visual interest through the façade, articulation, and materials and finishes.



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C27. Building frontages should be articulated with the use of brick, stone, concrete, glass (nonreflective), and like materials, but not concrete render.	YES	The frontage of the site is considered well designed and consistent with the surrounding characteristics. Landscaping has been provided to create a softer aesthetic.
C28. Building design is to: a) address the street frontage. b) highlight any non-industrial aspects (such as the office section) of the development. c) locate administration office or showroom to the front of the building. d) provide regular modulation to the façade or division of massing. e) locate the front entrance to address the street frontage. f) clearly define and articulate building entrances through form, materials, and colour g) provide level or ramped access. h) locate waiting areas and entries to lifts and stairwells to be near areas of active use and visible from building entrances. i) position windows on the upper floors of a building to overlook the street. j) apply variation in unit design and layouts. k) introduce solid surfaces, preferably masonry, and incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations. l) avoid bulky roof forms or extensive blank facades in a single material or colour, particularly when visible from the public domain. m) ensure above ground rainwater tanks shall not be visible from the public domain. n) ensure open storage areas shall not be visible from any public place and clearly defined on plan application.	YES	The Proposal provides a suitable and aesthetic design that addresses the street frontage and highlights non-industrial aspects of the development. The building design has incorporated all aspects of control C28 and ensures a positive outcome for the surrounding locality.
C29. Where blank walls on street frontages are unavoidable in new construction, they must be screened by landscaping. External finishes must be robust and to a high standard to minimise the potential for graffiti or other vandalism. An anti-graffiti coating may be required where buildings adjoin a public place or accessible from an open area that is not secured by fences.	YES	No blank walls are proposed along street frontages.



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C30. Building facades fronting West Botany Street or Princes Highway are to create a strong street and commercial presentation through: a) greater levels of façade articulation b) locating commercial uses along the street frontage.	N/A	The Proposal does not front West Botany Street or Princes Highway.
C31. Rooftop or exposed structures including lift motor rooms and plant rooms, are to be integrated within the building or suitably screened. For industrial development that is adjacent to a residential area, rooftop or exposed structures are to be located away from the residential boundary.	YES	The development suitably screens rooftop equipment from residential views.
Landscaping		
C32. A minimum of 10% of the development site is to be landscaped. On sites over 2,000m ² the front landscaped setbacks are additional to the 10% requirement. The majority of landscaping shall front the street/s to which the development fronts and include side and rear landscaped areas.	YES	The Site has an area of approximately 44,075m ² . The Proposal provides a landscaped area of 5,602.6m ² and is therefore compliant.
C33. Landscaping is to be designed to: a) ameliorate the bulk and scale of industrial and business park buildings. b) shade and ameliorate large expanses of pavement and surfacing. c) create a comfortably scaled environment for pedestrians in the public domain or from within the site. d) screen utility areas and the like.	YES	Landscaping has been designed to reduce the visual amenity, bulk, and scale of the Proposal.
C34. The majority of landscaping is to front the street/s to which the development fronts and include side and rear landscaped areas. The landscape strip at the street frontage must not obstruct opportunities for passive surveillance of the street. The preferred planting are ground covers and low shrubs with larger canopied trees which allow clear sightlines at eye level.	YES	The proposed landscaping is placed along the boundaries of the site and fronts Wentworth Avenue and Moore Street. The landscaping does not obstruct opportunities for passive surveillance of the street.
C35. The kerb and gutter, concrete footpath (or paved footpath) and any associated works along all street(s) frontages of a site shall be constructed and/or reconstructed at the full cost of the developer.	NOTED	Noted.



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C36. Boundaries adjoining open space or a railway corridor, must be planted to improve visual amenity. The preferred planting is shrubs that grow to a minimum height of 2m.	N/A	The Site does not adjoin open space or a railway corridor.
C37. The setback area adjoining a residential property is to be densely landscaped with evergreen 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.	N/A	The Site does not adjoin a residential property.
C38. Internal green spaces are to be provided in the form of internal courtyards, signature planting, green walls, or other forms where accepted by Council.	YES	The development has been adequately landscaped where possible, noting the warehouse use of the site.
C39 Canopy trees are to be planted liberally throughout the development and with a contiguous, even distribution to reduce the scale and bulk of buildings, unify buildings with the landscape and open spaces, enhance the streetscape and provide shade and canopy cover over the site. Minimum tree size is one hundred litres. Tree selection shall be in scale with building heights and shall be strategically located, for example, to soften the ends and corners of buildings. Canopy trees strongly influence the impacts of a development on the streetscape.	YES	There is an existing tree canopy of 3,778m ² at the Site. The Proposal results in a tree canopy of 7,954m ² or 26% of the Site. Tree planting selection is in scale of building heights and the existing trees on-site.
C40. Stormwater absorption basins are to be planted with suitable trees and native grasses in preference to lawn. Species are to be tolerant of periodic inundation and water logging and are not to reduce the storage capacity of the basin. Species are not to have invasive root systems.	N/A	Stormwater absorption basins do not form part of this Proposal.
C41. Sub-surface on-site stormwater detention devices (OSD) are not to be located within any landscaped setback or underneath areas to be landscaped or planted.	YES	The OSD is not located in any landscaped setback area.
C42. No stormwater inlet pits, piping or OSD structure are to be located within the canopy dripline or three (3) metres outward of the dripline of existing trees to be retained.	YES	No pits, piping or OSD are located within the landscaped setback, nor within 3m of the canopy dripline.



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Amenity and Operation		
C43. Noise, air, and odour emissions generated from the functions and operations of a development including associated vehicles are not to have any adverse impact on nonindustrial/business uses and residential areas in the vicinity of the site.	YES	An NVIA and Air Quality Assessment have been prepared for Proposal. Each conclude that subject to recommended mitigation measures, noise air and odour emissions will not have adverse impacts. Refer to Appendix Y and Appendix M , respectively.
C44. An Acoustic Report undertaken by a suitably qualified acoustic consultant is required for centres in/adjacent to residential zones. The report must demonstrate how the site planning and building design minimise noise impacts, and that noise levels (measured at any point on the boundary of the site between the centre and adjoining property over a 15- minute period) will not exceed 5dBA above the background level. The report should include recommended noise attenuation measures.		An NVIA has been prepared by Renzo Tonin and is available at Appendix Y . The report demonstrates how the site planning and building design minimise noise impacts, and that noise levels.
C45. 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 Fridays, 7.00am to 1.00pm Saturday and no work on Sundays or public holidays.	N/A	The site does not adjoin a residential property.
C46. Noise emissions are to comply with the following noise criteria: a) Operation of all plant and equipment shall not give rise to an equivalent continuous (LAeq) sound pressure level at any point on any residential property greater than 5dB(A) above the existing background LA90 level (in the absence of the noise under consideration). b) The operation of all plant and equipment when assessed on any residential property shall not give rise to a sound pressure level that exceeds LAeq 50dB(A) daytime and LAeq 30 dB(A) nighttime and should not be audible at a neighbouring residence; and c) The operation of all plant and equipment when assessed on any neighbouring commercial/industrial premises shall not give rise to a sound pressure level that exceeds LAeq 65dB(A) daytime/nighttime.	YES	An NVIA has been prepared by Renzo Tonin. See Appendix Y for noise criteria details.



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C47. Loading and unloading must not detract from the amenity of nearby residential areas or residential zoned land, including by noise impacts. Where loading and unloading movements are likely to affect residential areas or residential zoned land, schedules of vehicle movements and their routes must be provided in the Plan of Management (POM) and may be regulated through conditions of consent.	YES	Loading and unloading has been designed to not detract from the amenity of the nearby residential areas, placing them out of site and fronting the southern industrial precinct.
C48. A Plan of Management (POM) will be provided to ensure all relevant operations of the premises are understood and their impacts appropriately managed having regard to the context of the premises and its surrounds.	YES, SUBJECT TO CONDITIONS	A Plan of Management has not been prepared at this stage. This can form a condition of consent for the development.
C49. Waste management and recycling processes of commercial and industrial facilities should be guided by the Waste Management and Recycling in Commercial and Industrial Facilities EPA guide.	YES	A Waste Management Plan has been prepared in accordance with the EPA guide to Waste Management and Recycling in Commercial and Industrial Facilities.
Change of use		
C50 – C51	N/A	The Proposal does not involve a change of use and therefore controls C50-51 are not applicable to the Proposal.
Storage Within Industrial Buildings		
C52. Storage areas are encouraged to be located within the primary building. Open storage areas visible from the public domain are prohibited.	YES	No storage areas are proposed in visible locations from surrounding properties or the streetscape.
C53. Where materials are to be stored outside the primary building, the storage areas are to be fully enclosed with solid fencing, surrounded by mature vegetation and location abutting the primary building.	N/A	Bulky waste and bin storage are located within the primary building. All warehouse storage is proposed internally.
C54. Storage areas are not permitted adjacent or adjoining residential dwellings or zones (including the B4 Mixed Use Zone).	YES	No storage area is located adjacent or adjoining residential dwellings or zones.



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C55. Open storage areas shall not compromise truck or vehicle manoeuvring and car park areas.	YES	The on-site storage areas do not compromise truck or vehicle movements.
C56. Ancillary buildings and storage sheds are to be located behind setbacks and the front building line and must be consistent with the design of the primary building to provide cohesion to the appearance of the development.	YES	All buildings are located behind the setbacks and are consistent with the design of the Proposal.
C57. Details of proposed ancillary buildings, open storage, service areas, solid liquid waste storage and collection areas are to be provided with any development application.	YES	Details of the ancillary buildings have been provided as part of the Architectural Drawings.
C58. All businesses are encouraged to include in their waste contracts provision for the collection and recycling of high grade and low-grade office paper, batteries, equipment containing painted circuit boards, computers, florescent tubes, and other recyclable resources. If more than 10m ³ of uncompacted waste and recycling is likely to be generated per day, the central waste and recycling room is to be separated from the good receiving dock, and waste is to be collected in a compaction unit.	YES, SUBJECT TO CONDITIONS	This matter can be addressed through conditions of consent.

