

Company Name:	CI Property
To:	Department of Planning and Environment
From:	Ethos Urban
Date:	21 September 2018
Re:	Design Guidelines Compliance Assessment
Project Name:	CFC Retail Showroom, Warehouse and Workshop with Ancillary Office
Project No:	218555

Compliance with Design Guidelines

Table 1 – Proposed development compliance with the Concept Approval Design Guidelines

Control	Compliance
2.1 Setbacks	
Objectives: - To encourage buildings that respond to the relative position of the site. - To provide an open streetscape with substantial areas for landscaping. - To ensure the provision of appropriate buffers to Bringelly Road, Stuart Road and internal roads that softens the visual impact of the development whilst allowing visibility to appropriate development.	As demonstrated at Section 3.0 of the submitted Environmental Impact Statement, the development has been designed to respond positively to the site on which it is located. Likewise, the development includes the provision of substantial areas for landscaping (see Appendix D of the submitted application) and is appropriately buffered from Skyline Crescent, being the internal road and only road which the site fronts.
Controls:	
- Buildings are to be setback by: 20m from Bringelly Road; 15m from Stuart Road; and 10m from the internal road (former Bringelly Road).	Compliant with the 10m setback requirement from the internal road, being the only applicable setback.
- At least a third of the above building setbacks are to be landscaped. The non-landscaping component of the setback may be used for access driveways and off-street parking areas within the front setback if it can be demonstrated that the location of the car parking area: - promotes the function and operation of the development; - enhances the overall design of the development by implementing design elements including landscaping, that: - will screen the parking area; - is complementary to the development; and - does not detract from the streetscape values of the locality.	The location of the parking is generally compliant, as the staff parking is located in an accessible location to the entry of the building, promoting the function and operation of the development. The combination of the internal street trees (within the Concept Approval), and landscaping elements included within the proposed detailed Landscape Plan (provided at Appendix D), will appropriately screen the proposed car parking, as well as enhance the consistency and streetscape value of the locality.
Storage of any kind is not permitted within the building setback area.	The proposal does not include the provision of any storage within the building setback area. It is noted that a machinery display area is proposed at the south-eastern corner of the site within the front setback, however this is

Control	Compliance
	for the purposes of display and not storage. On this basis, the proposal complies.
3. <i>Zero side and rear setbacks are permitted between allotments subject to meeting fire rating requirements.</i>	N/A
4. <i>Pedestrian access should be provided to all landscaped setback areas for maintenance and security purposes.</i>	Proposal complies.
5. <i>A setback of 15m from the northern boundary (where it adjoins the riparian corridor associated with Bedwell Park wetland area), and 10m from the eastern boundary.</i>	Proposal complies.
2.2 Site Coverage	
Objectives: <i>To ensure that adequate area is available to accommodate landscaping, open space for employees and screening of loading and storage areas.</i> <i>To ensure that adequate area is available for driveways and access, onsite parking and manoeuvring of vehicles.</i> <i>To achieve appropriate building setbacks that are landscaped to ensure integration with streetscape and street tree planting.</i>	The proposal is consistent with these objectives, by providing for a building which is well sited in its context. The development provides adequate space for employees, for the movement and storage of vehicles, for operation of the development, and is adequately separated from other future buildings.
Controls:	
1. <i>Site coverage is not to exceed 50% for Large Format Retail development. Site coverage includes the footprint of all buildings and canopy areas (excluding hard stand areas).</i>	The proposal has a site coverage of less than 50%.
2.3 Built form and Design	
Objectives: <i>To encourage buildings that are of architectural merit, diversity, scale and high quality built form.</i> <i>To encourage a built form that contributes to the visual amenity of the site.</i>	As demonstrated through this assessment and the wider SSDA package, the development is considered to be of a high level of Architectural Merit.
Controls:	
1. <i>Applicants are to give consideration to optimising building orientation and siting to natural elements such as topography, wind and sunlight, energy efficiency and to maximise weather conditions for loading and unloading.</i>	The proposal is consistent with this control, having been designed in accordance with a detailed site analysis. This is demonstrated in the Architectural Plans at Appendix B.
2. <i>Applicants are to consider a range of fascia treatments, facade treatments, rooflines and building materials to reduce the impact of walls facing the street.</i>	A number of façade treatments have been proposed as part of the development.
3. <i>The maximum building height is 14m. Taller buildings will be permitted where it can be demonstrated that:</i> <i>the proposed height is in keeping with the character of the locality;</i> <i>the building, or any part thereof, is not visually obtrusive; and</i> <i>the overall design of the development, including landscaping and building materials, reduces the impact of height and bulk of the building.</i>	The proposed development complies with the 14m maximum building height control.
4. <i>Goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential areas.</i>	Proposal complies.
5. <i>Development which can be viewed from residential properties will require special attention regarding the scale, form and external finishes of buildings, to reduce their visual impact.</i>	The proposal is located internally to the site, and will not have a direct interface with surrounding residential properties.
6. <i>Development should incorporate the Crime Prevention Through Environmental Design (CPTED) principles where appropriate.</i>	An assessment of the proposal against the principles of Crime Prevention Through Environmental Design (CPTED) has been provided at Appendix L. This assessment demonstrates that the proposal is acceptable in nature.

Control	Compliance
7. <i>Prominent elevations, such as those with a frontage to the street or public reserves, must present a building form of significant architectural and design merit.</i> 8. <i>Large elevations should be articulated by structural variations and/or a blend of external finishes. Additionally, the landscape design should consider the scale of the building and where appropriate, the location of and careful selection of plants may aid in reducing the bulk and scale of the building form.</i>	The proposed southern elevation, being the elevation which presents towards Skyline Crescent, has been designed in a manner which has significant architectural and design merit. Specifically, different elevations of the building have been designed to make use of different materiality, articulation and positioning in order to provide for a positive presentation. Additionally, changes in material usage through the warehouse / workshop building behind will also contribute to this. It is noted that the proposal is internal to the site, and will not present directly onto surrounding roads or residential development.
9. <i>Particular care should also be taken in:</i> • <i>designing roof elements; and</i> • <i>locating plant and mechanical equipment including exhausts, so as to screen them from a public place.</i>	Proposal complies. The proposed roof has been carefully designed to minimise potential impacts, and roof plant has been incorporated into the building design.
2.4 External Materials and Colours	
Objectives: 1. <i>To encourage a high standard of contemporary architectural design, utilising quality materials and finishes appropriate to the locality.</i> 2. <i>To ensure that new development contributes to the creation of a visually cohesive urban environment.</i> 3. <i>To encourage the innovative use of materials.</i>	The materials used in the proposed development are of a high standard, and are appropriate within the surrounding context.
Controls:	
1. <i>Highly reflective materials, including white or off-white metal colours should be minimised. In this regard, the roof material(s) to be used shall not be reflective.</i>	The roof materials proposed are generally darker in tone, and will not result in any adverse reflectivity impacts.
2. <i>Courtyard and screen walls should generally be in the same material as the building facades.</i>	Screen walls have been designed to be of a similar material and colour as the building facades.
3. <i>The development is to incorporate a variety of external finishes in terms of both colour and type of material used. The external finishes of the development are to be:</i> • <i>made from durable high quality, low maintenance materials;</i> • <i>compatible with the overall design and form of the development;</i> • <i>selected for all built forms to ensure the entire development presents a homogeneous form;</i> • <i>considered for their ability to provide visual relief in large wall surfaces and elevations; and</i> • <i>selected to ensure the development complements the surrounding environment while reducing the temptation to vandalism and graffiti.</i>	Compliant. Refer to external finishes included within Architectural Plans at Appendix B.
2.5 Entrance Treatment	
Objectives: 1. <i>To provide an active frontage and level of surveillance to the street.</i> 2. <i>To ensure an identifiable entrance point to the property and building.</i>	The proposal provides an active frontage, which will assist with the provision of surveillance to Skyline Crescent while identifying a clear entrance to the site.
Controls:	
1. <i>Entries to buildings should be clearly visible to pedestrians and motorists and be integrated into the form of the building.</i>	The proposal complies.
2. <i>Architectural features are to be provided at ground level and are to address the primary street frontage.</i>	The proposal complies.
3. <i>All entrance treatments, such as directory boards, must be located on private property, with appropriate management arrangements to ensure that the ongoing maintenance of such treatments.</i>	The proposal complies.

Control	Compliance
4. Entries should be articulated through the use of colour, signage, lighting, material change and texture, and strengthened through landscape design.	The proposal complies.
2.6 Staff Amenities	
Objectives: 1. To provide facilities for workers.	The proposal provides facilities for the use of workers.
Controls:	
1. Outdoor spaces should be provided for staff. The spaces should be easily accessible from the buildings and should maximise site opportunities such as views and solar access.	The proposal complies.
2. Opportunities for shade should be provided in outdoor staff amenity areas.	The proposal complies, including the provision of shade sails to the outdoor recreational area.
3. Within each development shower and change facilities shall be provided for staff. This is designed especially to encourage employees to access the site by bicycle or on foot.	The proposal complies.
2.7 Fencing and Walls	
Objectives: 1. To provide an appropriate level of security for property owners and contribute to the amenity of the Precinct. 2. To encourage pedestrian access to businesses from the street. 3. To ensure that fences and walls respond to the topography, streetscape and landscape. 4. To enhance the visual outlook of adjoining rural residential properties.	The fencing used at the site makes use of a variety of different design methods, including the use of planting in appropriate areas, in order to clearly delineate the site whilst also ensuring that an appropriate outcome is delivered at the site.
Controls:	
1. Fencing may be positioned along the front property boundary only if: - it is decorative fencing that has an open style appearance (metal, pool type fencing); and - the fencing is complementary to the landscaping.	Shrubbery has been provided along the front boundary fenceline, as demonstrated at Appendix D .
2. Solid front fences must have a maximum height of 1.2m.	N/A – Vegetation is proposed is proposed.
3. Front fences higher than 1.2m shall be consistent with the following: - maximum height of 2m; - transparent; and - dark colour.	Compliant.
4. Fences should not prevent surveillance by the building's occupants of the main open or communal areas within the property or street frontage.	The proposal complies with this control.
5. Chain wire, metal sheeting, brushwood or electric fences are not permitted.	Compliant.
6. Cyclone fencing may be used on side and rear boundaries which do not front roads.	Compliant.
7. Fencing required for acoustic mitigation purposes shall be suitably screened with landscaping or the like.	Not applicable.
2.8 Signage and Lighting	
Objectives: 1. To promote an integrated design approach to all signage in character with the locality, and it's architectural and landscape features. 2. To prevent the proliferation of advertising signs. 3. To prevent distraction to motorists and minimise the potential for traffic conflicts.	The proposed development includes a coordinated approach to the provision of future signage at the site, which is consistent with the objectives of this control.

Control	Compliance
Controls:	
1. All advertising is to be: - constructed of high quality, durable materials; - considered in conjunction with the design and construction of buildings; and - contained wholly within the site.	The proposal complies.
2. In the case of strata titled factory units: - each factory unit development should have a directory board within or near the landscape area listing each firm and their unit number within the complex; - subject to compliance with the exempt development requirements; and - each firm is entitled to have: - a sign located on or over the door of the unit so occupied; and - another sign placed on the face of the building(s).	The proposal will not be strata titled. However, given the different uses of the site, different signage has been applied to the showroom component, consistent with this control.
3. lighting must be provided to external entry path, common lobby, driveway and car park to a building using vandal resistant, high mounted light fixtures.	The proposal complies.
4. The lighting in car park areas must conform to AS 1158.1, 1680 and 2890.1.	The proposal complies.
5. External lighting must give consideration to the impact of glare on adjoining residents.	The proposal is not adjacent to any residential areas, being located internally to the Bringelly Business Hub site.
2.9 Landscaping	
Objectives: - To encourage a well-designed, legible and cohesive landscape framework for development/project application. - To ensure landscape plans submitted to Council are of a high standard, and that all landscaping is carried out and maintained to an appropriate level on completion of the development. - To screen undesirable views and minimise the visual impact of hard surface areas. - To encourage and build upon the landscape of the adjoining Bedwell Park Westland area and existing vegetation. - To encourage the use of both hard and soft landscape to assist in creating comfortable micro climate conditions, and enhancing the environmental amenity of the development and the Precinct.	The proposed development proposes development which is of a high standard, and is commensurate with the future development of the site.
Controls:	
1. A detailed Landscape Plan shall accompany a development application for future development for buildings on the site. The Landscape Plan shall be prepared by a suitably qualified Landscape architect.	The proposal complies. A Landscape Plan has been provided within the DA package, prepared by Habit8. This proposed detailed landscape plan is consistent with the Landscape Plan of the Concept Approval (SSD 6324).
2. The Landscape Plan shall be consistent with the site landscape plans prepared for the site by Arcadia Landscape Architecture dated December 2014.	The proposal complies.
3. Native species should be used due to their low maintenance, relative fast growth, aesthetic appeal and suitability to the natural habitat.	The proposal complies.
4. The landscape must conform to the bushfire requirements, specifically when planting within Defendable Spaces.	The proposal complies.
5. Presentation of a building facade to the street should be complemented with appropriate vegetation. The visual impact of large expanses of wall should be reduced in scale by architectural treatment as well as by dense grove planting or other landscape design solutions.	Compliant. A Visual Impact Analysis has been prepared for the proposed development, and is included within the EIS.

Control	Compliance
6. <i>Landscape materials should cause minimal detrimental visual impact, and the use of subtle coloured materials and block or brick paving is encouraged. Paving and structures shall complement the architectural style of existing buildings.</i>	The proposed landscape materials will not result in any adverse visual impact.
7. <i>Consideration should be given to solar access and energy conservation, with the appropriate use of deciduous trees.</i>	The proposal complies.
8. <i>Plant material in car parks should be used ameliorate views of large expanses of paved areas and parked cars, and to identify entrances to car parks.</i>	The proposal complies. Plant material is used in the car parking areas to avoid large expanses of paved areas.
9. <i>Island planting beds should be interspersed throughout large parking areas.</i>	The proposal complies.
3.1 Local Road Network	
Objectives: - To provide adequate vehicular entrance to and exit from the development in a manner that is safe for pedestrians and vehicles using the site and adjacent roadways. - To incorporate a road layout that is well connected, displays a legible street hierarchy that will accommodate anticipated traffic volumes and vehicle types, and permits access to allotments via roads. - To incorporate a road layout that provides safe access for the needs of all users including large trucks, pedestrians and cyclists.	Controls under section 3.1 do not directly apply to the proposed development, given that they generally relate to the provision of the internal road network. However, the proposal provides adequate connections to this network, which cater to appropriate vehicular movements. This has been further discussed at Appendix G.
Controls:	
1. <i>Development should comply with the road design principles identified in Roads and Traffic Authority, Road Design Guidelines; and Roads and Traffic Authority, Guide to Traffic Generating Development (1993) in relation to the number, locations and design of any vehicular entry and exit points and/or certain road construction works.</i>	N/A. Internal roads will be completed as part of existing Concept Approval.
2. <i>All roads and intersections within any internal road network shall incorporate traffic facilities that promote safe and efficient traffic movement, speed control and maximise landscape opportunities.</i>	N/A. Internal roads will be completed as part of existing Concept Approval.
3. <i>The Internal road design shall be consistent with Figure 2.</i>	N/A. Internal roads will be completed as part of existing Concept Approval.
 Figure 2 - Typical Local Road Section Source: Arcadia Landscape Architects	
3.2 Site Access and Movement	
Objectives: To ensure the safe and efficient movement of vehicles and pedestrians within a development site.	The proposal has been designed to ensure that the movement of vehicles and pedestrians can be safely accommodated.

Control	Compliance
Controls:	
1. <i>Truck access, manoeuvring and loading areas are to be separated from car parking areas.</i>	The proposal generally complies. Although a shared entrance is used for the eastern car park, workshop staff car parking and the truck entrance, this is considered an acceptable outcome on the basis of the following: - For the eastern car park, the only shared component is the street entrance. In this case, the consolidation of the street entrance is generally the only shared area, which results in the minimisation of vehicular entrance points to the site. - For the workshop staff car parking, only a minimal number of car spaces have been proposed (8). These spaces will not be used by visitors, and therefore this arrangement is considered acceptable.
2. <i>Development shall, where appropriate, be designed to:</i> <i>allow all vehicles to either leave or enter the site in a forward direction;</i> <i>accommodate heavy vehicle parking and manoeuvring areas;</i> <i>avoid conflict with staff, customer and visitor vehicular movements; and</i> <i>ensure satisfactory and safe operation with the adjacent road system.</i>	The proposal complies with each of these controls. Trucks will be able to enter and leave the site in a forward direction.
3. <i>In determining access, servicing and car parking requirements, Council will take the following into consideration:</i> <i>the location, type and scale of the proposed development;</i> <i>the compatibility of the location and design of the car park with adjoining properties;</i> <i>the Traffic Authority Guidelines and comments of the Local or Regional Traffic Committee(s); and</i> <i>the potential for the land use to generate heavy vehicle movements.</i> <i>Full details of the volume, frequency and type of vehicle movements shall be submitted with future applications.</i>	Compliant. A traffic and parking assessment has been prepared for the proposed development, and is included with the EIS at Appendix G.
4. <i>Where the nature of the development will attract clients/visitors to the site, the following elements shall be included in the car park design:</i> <i>the internal (vehicular) circulation network is to be free of disruption to circulating traffic and ensures pedestrian safety; and</i> <i>the movement of pedestrians throughout the car park is clearly delineated by all users of the car park and minimises conflict with vehicles.</i>	Given that the proposed development includes the provision of a showroom, it is envisaged that visitors will be accommodated in site operations. To this respect, there is clear delineation between visitor parking and operations parking, and delineation of pedestrian movements has been accommodated.
5. <i>All internal two-way roadways are to have a minimum width of 7m. Lesser widths may be considered for one-way internal access roads. All internal roadways, circulation and parking areas are to be sealed with a hard-standing, all-weather material.</i>	All two way internal roads comply with this requirement. It is noted that the eastern workshop accessway is intended to function as one way and accordingly can be less than 7m. Additionally, all internal roadways have been designed as sealed.
6. <i>Direction arrows are to be shown on all internal roadways in order to satisfactorily facilitate the movement of vehicles.</i>	The proposal complies.
7. <i>All loading and unloading must take place on-site. Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles.</i>	Compliant. The proposal includes sufficient space for loading/unloading on-site.
3.3 On-site Parking	
Objectives:	
1. <i>To ensure that safe and sufficient car parking shall be provided on each lot to satisfy the likely peak parking demands of the development.</i>	
Controls:	

Control	Compliance						
1. <i>Parking is to be provided in accordance with the minimum requirements in Table 1.</i> Table 1 – Car Parking Requirements <table> <tr> <th>Land Use</th><th>Minimum car parking requirements</th></tr> <tr> <td>Large Format Retail</td><td> - Large Format Retail: 1 space per 150m² GFA </td></tr> <tr> <td>Industrial / Warehouse</td><td> - Office: 1 space / 40m² GFA - Factory: 1 space / 100m² GFA for the first 100m², then 1 space / 200m² GFA (includes office component) - Warehouse: 1 space / 300m² GFA + 1 space / 40m² office </td></tr> </table> *GFA (Gross Floor Area) as defined in the Standard LEP template.	Land Use	Minimum car parking requirements	Large Format Retail	Large Format Retail: 1 space per 150m² GFA	Industrial / Warehouse	- Office: 1 space / 40m² GFA - Factory: 1 space / 100m² GFA for the first 100m², then 1 space / 200m² GFA (includes office component) - Warehouse: 1 space / 300m² GFA + 1 space / 40m² office	The proposal provides in excess of the minimum parking rates identified for the project.
Land Use	Minimum car parking requirements						
Large Format Retail	Large Format Retail: 1 space per 150m² GFA						
Industrial / Warehouse	- Office: 1 space / 40m² GFA - Factory: 1 space / 100m² GFA for the first 100m², then 1 space / 200m² GFA (includes office component) - Warehouse: 1 space / 300m² GFA + 1 space / 40m² office						
2. <i>One bicycle parking space shall be provided per 10 car spaces.</i>	Appropriate bicycle parking has been provided, as demonstrated at Appendix G of the EIS.						
3. <i>Car parks, aisles and manoeuvring areas shall be designed with function and safety in mind, and have minimum dimensions in conformity with the Australian Standards 2890 - Parking Facilities. The relevant parts of this standard are AS2890. Off-street parking, AS2890.2 – Commercial vehicle facilities, and AS2890.3 - Bicycle parking facilities.</i>	Appropriate circulation space has been provided within the development, as discussed at Appendix G of the EIS.						
4. <i>Where parking spaces are to be provided for people with disabilities, these spaces are to be:</i> <i>suitably located near entrances to the building, lifts and access ramps (if required); and</i> <i>provided in accordance with AS1428.1 – Design for Access and Mobility.</i>	Accessible spaces have been provided, as further discussed at Appendix G of the EIS.						
5. <i>Parking facilities for commercial vehicles should be designed to accommodate the largest type of truck which could be reasonably expected to park on the site.</i>	This has been considered at Appendix G of the EIS.						
6. <i>All parking areas shall be constructed of hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.</i>	The proposal complies.						