

HUNTINGWOOD WEST EMPLOYMENT LANDS DEVELOPMENT DESIGN CONTROLS		
Section	DDC Control	Compliance
4. Subdivision Design and Built Form Controls		
4.1	Subdivision design	
4.1.1	Subdivision Layout 20m wide vegetation buffer is to be provided to the M4 Motorway measured from the site boundary	N/A. Amended subdivision plan is sought in the modification to MP 06_0203.
4.1.2	Minimum lot size and dimensions a) Industrial use lots are to have a minimum land area of 4,000sqm b) Industrial use lots are to have a minimum width at the building line of 45m	Complies.
4.1.3	Asset protection zone a) 100m of parklands to comply with Planning for Bushfire Protection b) Min 20m APZ between external building line and edge of bushland of Parkland c) APZ to accommodate fire truck access	Complies. Development is within 100m of parkland - see Section 4.6.13 of the compliance table.
4.1.4	Drainage corridors	N/A. Modification to MP06_0203 and MP 08_0225 will comply
4.2	Access and Movement 4.2.1 Street network 4.2.2 Pedestrian and cycle network 4.2.3 Public transport	N/A. Modification to MP06_0203 and MP 08_0225 will comply
4.3	Open Space and public domain 4.3.1 Landscape treatment 4.3.2 Street tree planting 4.3.3 Public domain signage 4.3.4 Street furniture and lighting	N/A. Modification to MP06_0203 and MP 08_0225 will comply. A landscape plan is submitted with the application relevant to the subject site.

4.4	Site services 4.4.1 Water and sewer 4.4.2 Electricity, telephone and gas	Modification to MP06_0203 and MP 08_0225 will comply.
4.5	Environmental management 4.5.1 Indigenous heritage 4.5.2 Non-indigenous heritage 4.5.3 Water cycle management 4.5.4 Soils management 4.5.5 Salinity 4.5.6 Tree retention 4.5.7 Weed management	These issues have been considered and assessed as appropriate in MP 08_0225.
4.6 Built form controls		
4.6.1	General Design Principles a) Provision of a site analysis plan. b) Buildings are to address the primary street frontage of an allotment with a clear and well lit pedestrian entry. Where the lot has a dual frontage to the Parklands, pedestrian and visitor building entries shall address the Parklands with loading and truck movements taking place on the other frontage. Where the lot has a dual frontage elsewhere, building entries shall address the major road frontage with loading and truck movements taking place on the other frontage. No loading docks are to be located facing the Parklands, Great Western Highway, and should be discouraged from fronting the Eco-median Road or collector roads. c) Parking areas and service loading areas are to be located behind the building line and integrated into site layout and building design, and not dominate the primary streetscape of an allotment. Where located at the side or rear of an allotment with more than one street frontage, these areas shall be appropriately screened from the secondary street frontage(s). d) Street tree planting, including endemic species, is to be provided to enhance the appearance of the street and pedestrian environment, including providing protection from the sun. e) Buildings are to provide variety to facades by the use of projecting upper storeys over building entries, upper storey display windows, emphasising street	Complies, as: <ul style="list-style-type: none"> • A full architectural package is submitted with the DA illustrating the design response. • The proposed warehouse and main office component have been designed with its primary frontage to Park Edge Road, • The building is of high design quality including various architectural treatments and materials on the façade to provide relief, particularly to the western elevation. • Landscaping will screen the car parking area on Park Edge Road, workshop, truck parking area and southern car parking area. • Refer also to Architectural and Landscape Drawings

	<p>corners and varying roof forms.</p> <p>f) Buildings are to provide effective sunshading for windows, wall surfaces and building entries (other than loading docks) by the use of design elements such as overhanging eaves and awnings, undercrofts, colonnades and external sunshading devices including screens.</p> <p>g) Building forms are to be articulated using roofs with eaves that project beyond external walls, dividing long walls into a series of forms and emphasising customer entries and service doors.</p>	
4.6.2	<p>Frontage Development</p> <p>a) Frontage development is to be established generally in accordance with the Figure.</p> <p>b) The building line and the setback line are the same line. Building frontages on adjoining allotments are to be aligned, located on the setback line.</p> <p>c) Larger scale tenancies are to be provided on lots with frontage to the collector street.</p> <p>d) Strata titled industrial units may be located on a lot with a primary frontage to a local street only.</p> <p>e) Building elevations with frontage to a street must present a building form of significant architectural and design merit. For instance, the primary building façade at ground level should be activated by the inclusion of offices, showrooms, building entry ways and the like, or other elevational design treatments to modulate and articulate the façade</p> <p>f) Loading docks, loading areas and external storage areas are not permitted along Parklands or park edge road frontages, unless adequately screened by landscaping and/or otherwise integrated with the design composition of building elevations, to the satisfaction of the Director-General.</p>	<p>Complies:</p> <ul style="list-style-type: none"> • The building and site have been designed to orientate its primary frontage to Park Edge Road. • The proposal also addresses William Dean Street and the termination of Huntingwood Drive through landscaping treatments • The warehouse is designed so as the majority of truck movements are internalised on the site. • The fleet workshop, weighbridge, fuel storage and car parking is adequately setback and screened by landscaping to ensure the development has an appropriate presentation to Park Edge Road.
4.6.3	<p>Building envelope</p> <p>Site coverage control</p> <p>a) A maximum site coverage of 65% applies including awnings unless it can be demonstrated to the satisfaction of Council that greater site coverage will not adversely impact upon amenity of the streetscape or adjoining allotments.</p> <p>Setback controls</p> <p>a) Buildings are to setback by:</p> <ul style="list-style-type: none"> • 20m from Great Western Highway of which 15m must be utilised for landscaping, • 20m from the site boundary of M4 Motorway of 	<p>Complies, the site coverage is 35%.</p> <p>Complies, as:</p> <ul style="list-style-type: none"> • Building exceeds the required setbacks. The office component is

	<p>which 20m must be utilised for landscaping.</p> <ul style="list-style-type: none"> • 15m from Brabham Drive, the collector road and park edge road alignments of which 10m must be utilised for landscaping, and • 10m from the alignment of other roads of which 7.5m is to be utilised for landscaping. • In all cases, the remainder of the setback may be used for an access driveway or carparking. • Storage of any kind is not permitted within the setback area. <p>b) Where an allotment has a frontage to more than one street, the building alignment to the secondary street frontage(s) is to ensure that the building presents a satisfactory relationship to the street with good design and landscaping elements.</p> <p>c) Where parking and/or loading/servicing areas are located at the side or rear of dual frontage lots, these are to be appropriately screened with landscaping to reduce visual impact when viewed from the street.</p> <p>d) Front setbacks are to be landscaped generally with ground cover and trees ensuring the views between development and the street are not totally obscured. Minimum landscaping requirements are:</p> <ul style="list-style-type: none"> • One tree per 25sqm • A 4m wide planting zone along the total frontage of lots (except where driveways or paths exist), with the balance being either turf, paving or planting. <p>e) Nil side setbacks are permitted between allotments subject to meeting fire rating requirements.</p> <p>f) A zero rear setback is permitted.</p> <p>g) A minimum setback of 5m is required from the building alignment to any boundary that is adjacent to a drainage area or a drainage corridor.</p> <p>h) All setbacks to car parking areas are to be landscaped.</p> <p>i) Water tanks are not to be located in the front setback and shall be appropriately located or screened so as to not be visible from outside of the site, unless incorporated as an architectural feature to promote WSUD objectives.</p> <p>Other design controls</p> <p>a) The office component of any development is to be incorporated into the overall design of the building and located generally along the primary internal street frontage and away from frontages to major arterial roads external to the site which might be the source of noise impacts due to traffic.</p> <p>b) Blank building facades facing the primary street frontage are not permitted.</p> <p>c) Facades are to be articulated using architectural elements such as externally expressed structures</p>	<p>approximately 65m from the site boundary and the warehouse building is 40m at its closest point.</p> <p>Landscaped setbacks:</p> <ul style="list-style-type: none"> • 7.5m to 28m on William Dean St. • 7.5m to 14m on Park Edge Rd, the majority being 10m. A minor non compliance occurs at one point along the landscaped setback where the landscape setback is 7.5m on Park Edge Rd. This is considered appropriate given the entire frontage to Park Edge Road meets or exceeds this requirement. <p>Refer also to Architectural and Landscape Drawings.</p> <p>The main office component as well as the customer pick up and visitor/staff entrance are located on the primary frontage, providing articulation in the warehouse elevation.</p> <p>Architectural treatments and materials will be incorporated</p>
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	<p>and framing systems, high quality materials and finishes to primary frontages, glazing, sun shading structures, protrusions and deep penetrations, textures and colours.</p> <p>d) Elevations should use a variety of materials and finishes including brick, glass, steel, metal mesh, concrete, textured and split block work and precast exposed aggregate and composite panels.</p> <p>e) The use of metal and tilt up cladding is discouraged on front elevations, unless it can be satisfactorily demonstrated that it forms part of an architectural design solution in association with masonry, glass and other high quality materials. Where a side or rear façade is visible from the public domain, the use of metal and tilt up cladding must only comprise 50% of that wall's cladding material.</p> <p>f) Glazing is not to exceed 20% reflectivity.</p> <p>g) Sunshading devices such as awnings are to be provided over all openings, other than loading docks.</p> <p>h) Rooftop structures (including plant rooms, air conditioning and ventilation systems) are to be incorporated into the design of the building to create an integrated appearance.</p>	<p>into the primary elevation.</p> <p>Refer also to Architectural and Landscape Drawings</p>
4.6.5	<p>Parking</p> <p>a) Access routes to car parking areas are to be clearly identified.</p> <p>b) Car parking is to be located behind the required minimum front landscape setback area.</p> <p>c) Visitor parking is to be clearly marked and easily identifiable and be located closest to the building's main entry.</p> <p>d) On-grade parking is to be in a landscaped setting.</p> <p>e) A minimum 1500mm wide landscape strip is to be provided between banks of car parking to provide shade and minimise visual impact of car parking.</p> <p>f) The minimum distance between driveways that cross over swales shall be 25m.</p> <p>g) All car parking spaces are to be adequately drained, marked and designated upon the site.</p> <p>h) Car parking is to be provided in accordance with the rates in the table below.</p> <p>i) Sufficient spaces are to be provided for disabled car parking. All developments providing 50 car parking spaces or more must provide at least 2% or part thereof of those spaces for disabled drivers clearly marked and signposted for this purpose and located as close as possible to the building entrance.</p> <p>j) A dedicated area for bicycle parking shall be provided within the car park and shall include bicycle racks or similar.</p> <p>Rate:</p> <ul style="list-style-type: none"> Factory: 1 space/75sqm GFA 	<p>Complies, as:</p> <ul style="list-style-type: none"> Parking is setback and screened by landscaping Bicycle parking is proposed in two areas of the site 700 parking spaces proposed including 14 disabled spaces. The traffic impact assessment report has assessed the development in accordance with the operational requirements of the development and is a merits based assessment rather than strict compliance with the parking rates in the DDC. <p>Refer also to Section 9.3 of the SEE.</p>

	<ul style="list-style-type: none"> • Warehouse/bulk storage: 1 space/200sqm GFA • Commercial/office component: 1 space/40sqm GFA <p>The approval authority may consider a variation to the parking rate for developments if the applicant can justify the variation with a traffic study on the basis of type of use, type of employment and number of employees</p>	
4.6.6	<p>Loading and Servicing</p> <ol style="list-style-type: none"> a) Vehicular access, manoeuvring and loading areas are to be separated from car parking areas where possible. b) All loading and unloading is to take place on-site. c) Vehicles are to enter and leave the site in a forwards direction. d) A minimum on-site driveway width of 8m is required for loading and service access. Cross over widths shall comply with the relevant Australian Standard. e) Loading access is not permitted from the frontage of an allotment facing the Parklands. 	<p>Complies.</p> <p>Refer also to Section 9.3 of the SEE and the Traffic Impact Assessment.</p>
4.6.7	<p>Recycling and Waste Management</p> <ol style="list-style-type: none"> a) Waste separation, recycling and reuse facilities are to be provided on site. b) Waste facilities are to be fully integrated with the design of the building and/or landscaping. 	<p>A waste management plan is provided with the DA submission.</p> <p>A detailed waste management plan will be prepared prior to the issue of a CC.</p>
4.6.8	<p>Allotment landscape design</p> <ol style="list-style-type: none"> a) Front setback to be 100% landscaped with endemic Cumberland Plain Woodland species. b) Landscaping is required in the side and rear setbacks if visible from the public domain. In addition, the perimeter of open storage areas is to be landscaped to provide screening from public view. c) Car parking areas are to be landscaped to provide shade and to reduce the visual impact of parking facilities. d) Low water demand drought resistant vegetation shall be used in landscaping areas, including native salt tolerant trees to high saline affected areas. e) Mulching cover shall be incorporated in landscaped areas (excluding drainage corridors). f) All landscaped areas are to be separated from vehicular areas by means of a kerb, dwarf wall or other effective physical barrier. g) Planting of vegetation must consider passive surveillance. Excessively dense vegetation that creates a visual barrier is to be avoided. 	<p>Complies.</p> <p>Landscaping is provided along the site boundaries, entry points and throughout the car park.</p> <p>Refer to the landscape plan for additional details.</p>

	<ul style="list-style-type: none"> h) Undeveloped areas are to be stabilised to prevent soil erosion. Landscaping may be required around the perimeter of undeveloped areas. i) Embankments are not to be steeper than 1:4. j) A Landscape Plan must be lodged with all DAs and is to provide the details as per the DDC: 	
4.6.9	<p>Private Domain Signage</p> <ul style="list-style-type: none"> a) Advertising to a minimum and relate to the site use. Two signs permitted on the principle frontage b) Freestanding advertising signage not permitted on frontages facing GWH or M4. Signage limited to fascia signs only identifying the business located on the site. c) Signs are not permitted on other frontages unless they are a secondary road frontage other than the Great Western Highway or the M4, in which case one fascia sign visible and legible from that secondary road frontage is permitted. d) Freestanding signage such as a directory boards for buildings or sites including those with multiple occupancies shall be limited to a single structure at the entry to the site from a public road, along the road frontage. e) Freestanding signs are not to exceed 6m in height from ground level and are to be located within an area of 5m by 3m either side of the ingress to the site. Larger or taller signs may be permitted if in proportion and well designed by a reputable graphic designer with justification for the size. f) For multiple occupancy buildings one business identification sign not exceeding 2m x 0.6m is permitted on each occupied unit. Such signs are to be a uniform shape, size and general presentation. g) For single industrial developments, the total permissible signage and advertisements shall not exceed 1sqm of advertising per 3m of street frontage or 50sqm, whichever is the lesser (on corner lots or lots with dual frontage only one lot frontage can be relied upon). 	<p>Detailed on the signage plan</p> <p>No advertising is proposed but business identification signage is proposed.</p> <p>Signage is proposed in the M4 frontage but is not “advertising” signage.</p> <p>The freestanding signs are less than 6m in height, having a total height of 4.313m.</p> <p>The eastern and western frontages are compliant with having less than 50sqm of signage per frontage. The ‘Toll’ northern and southern elevational signage exceeds the 50sqm threshold per street frontage. The ‘Toll’ lettering on each of these elevations measures 20m length x 4.7m in height, amounting to 94sqm. However this variation is appropriate as demonstrated in Section 8.11 of the EIS.</p>

	<ul style="list-style-type: none"> h) Directional signage for car parking areas, loading docks, delivery areas and the like should be well designed and located at a convenient point close to the main access to a development site. i) The placement, colouring, type and scale of signage erected within individual properties should be consistent throughout the development and complementary with the architectural style of the building. j) Signs are not create a hazard for traffic or pedestrians. k) Roof signs or signs that break the roof line of a building are generally not permitted. In exceptional circumstances a roof sign or a sign which breaks the roof line of a building may be permitted where it forms an integral part of, and enhances, the architecture of a building. l) Private domain signage is to be located so as not to obstruct sight lines of motor vehicles or trucks, or impede pedestrian movement. m) Signs are not to cause environmental damage to trees or large shrubs. n) Animated signage is only permitted facing the internal road network. Animated signs with erratic or flashing movements are not permitted. o) Illuminated signage is to minimise light spill in to the night sky and into the Parklands. Illuminated signage is also to be energy efficient and to have a consistent light level with the general level of lighting which illuminates shadows and enhances the safety of adjoining public areas. p) Illuminated signs which feature exposed lamps or neon tubes are permitted only in the internal road network where they do not detract from the architectural quality of the buildings. q) No support, fixing, suspension or other systems required for the installation of signage is to be exposed, unless designed as an integral feature of the sign. Conduits, wiring and the like is to be concealed. r) Types of acceptable signage are indicated in the table. 	<p>Directional signage will be detailed prior to CC to ensure safety is maintained within the site.</p> <p>The signage is integrated into the design of the building, noting the proposal is an industrial warehouse built form.</p> <p>No signage breaks above the roofline.</p> <p>Complies with l, m, n</p> <p>No illuminated signage fronts the parklands or is substantially setback to minimise light spill.</p> <p>Noted.</p> <p>The proposal complies with the stipulated signage types.</p>
4.6.10	Fences and walls <ul style="list-style-type: none"> a) No fencing is permitted within the landscaped component of the front setback. b) Low feature walls should be utilised for retaining walls, garden beds and the like. c) No pre-finished and pre-coloured corrugated metal (e.g. Colorbond) or lapped and capped fencing is permitted to any public area. d) The use, design and materials of fences and walls are to be compatible with well designed fences and walls in the public domain. 	<p>Able to comply.</p>

	<ul style="list-style-type: none"> e) Side and rear fences and walls can be built to a maximum height of 1.8m to screen the rear of the allotment from adjacent sites. f) Side fencing is not be located forward of the landscape zone. g) Side and rear fencing is to allow cross ventilation by the use of open chain wire or metal picket fencing. h) Fencing is to utilise dark colours to reduce visibility 	
4.6.11	<p>External Industrial activities</p> <ul style="list-style-type: none"> a) External and industrial processes and/or the storage of materials are not permitted along a road or Parklands frontage. b) Development applications proposing external industrial processes and/or outdoor or open storage areas must provide details of the parts of the site to be so used, the specific materials to be stored and proposed screening. Outdoor storage areas are not interfere with access, manoeuvring and parking arrangements. 	<p>Complies. Landscaping and the warehouse building itself effectively screens much of the storage areas and circulation areas.</p> <p>Refer also the Architectural and Landscape drawings.</p>
4.6.12	<p>Safety</p> <ul style="list-style-type: none"> a) Use of roller shutters is not permitted on windows facing the street. Security bars must be designed to complement the architecture of the building. b) Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment. c) All developments are to incorporate the principles of Crime Prevention through Environmental Design. d) The creation of areas for concealment and blank walls facing the street are to be avoided. 	<p>Able to comply - these measures will be further explored in the design development.</p> <p>CPTED has been assessed in Section 9.15 of the SEE.</p>
4.6.13	<p>Fire Construction Standards</p> <p>Where APZ is located in part of an allotment, development to address visual impact, crime and safety and appropriate landscaping</p> <p>Development within 100m of bushfire prone land shall be constructed in accordance with requirements</p>	<p>Non combustible structures are not proposed in the development, a building setback of no less than 40m is proposed. Further the development meets the requirements of a fire isolated building.</p> <p>A Fire Safety Strategy is submitted with the DA submission.</p>

4.6.14	Energy Efficiency <ul style="list-style-type: none"> • Lighting • Heating/cooling • Staff Amenity areas 	Able to comply - these measures will be further explored in the design development. Refer also the Sustainability Report.
4.6.15	Water use <ol style="list-style-type: none"> a) A water balance is to be undertaken to ascertain water consumption and stormwater harvesting potential with a given development. b) Where feasible, development should use collected rainwater for toilet flushing and irrigation of landscaping in public and private spaces. c) Developments that consume high volumes of water in their operation shall incorporate recycling initiatives d) Water saving devices are to be installed throughout the development e) Consideration is to be given to the installation of the water saving devices 	Able to comply - these measures will be further explored in the design development. Refer also the Sustainability Report
4.6.16	Air Quality <ol style="list-style-type: none"> a) An air quality impact assessment report is to be prepared and submitted with any Development Application that may have the potential for significant impact on air quality, including odour. b) Applicants must demonstrate that the most efficient means of minimising emissions are being used. c) All potentially airborne materials such as sand, soil, cement or the like shall be stored, screened and contained to minimise any potential effects of airborne pollution. 	Complies. Refer to the Air Quality statement.