

## Attachment 4 – Compliance Tables

### CHAPTER B5 WOLLONGONG DEVELOPMENT CONTROL PLAN 2009 - INDUSTRIAL DEVELOPMENT

Clause	Control	Comment	Compliance
4.1	<u>Building design/façade treatment</u>		
	<ul style="list-style-type: none"> <li>external front façade of all buildings fronting public roads shall be of a high quality glass, decorative finished concrete or face brick construction</li> <li>Colorbond wall materials may be used for up 50% of the total front façade of the building with the remaining 50% of the façade being of a glass, decorative finished concrete or face brick construction.</li> <li>maximum 20% reflectivity from glazing</li> <li>schedule of proposed external building materials and finishes is required</li> <li>building articulation, vertical and horizontal modulation or alternative architectural enhancements to be incorporated to provide visual interest to the building</li> <li>buildings located on corner allotments shall be designed to address both street frontages in terms of façade treatment and articulation of the building and the roofline form.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed buildings will be visible from both Five Islands Road and Glastonbury Avenue. The proposed operations building features high quality facades incorporating glass, integrally coloured concrete panels, roof overhangs, canopies and sunshading. The stores building is proposed to be clad with a combination of coloured concrete panels at the base and pre-coloured profiled cladding above. The cladding is in two recessive colours and is designed with a pattern to break down the visual mass of the building.</li> <li>Material reflectivity will be limited. If approved, it is recommended that a condition be imposed in this regard.</li> <li>Materials/finishes schedule provided</li> <li>The design of each of the proposed buildings is considered to be appropriate. Visual interest is created through the use of varied materials, building articulation, varied roof forms and parapets, vertical fin walls and sun shading devices and canopies.</li> <li>The site is a corner allotment and the buildings are oriented such that they face the corner. The buildings are well setback from the street frontages of the site.</li> </ul>	<p>Yes</p> <p>Condition</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
	<ul style="list-style-type: none"> <li>roller shutters, loading docks and other building openings shall wherever possible be provided at the rear or side of the building</li> <li>main entry to the building shall be easily identifiable from the road and directly</li> </ul>	<ul style="list-style-type: none"> <li>Roller shutters, loading docks and other building openings have, wherever possible, been provided at the rear of the building.</li> <li>Main entry to the operations building is identifiable; accessible from the</li> </ul>	<p>Yes</p> <p>Yes</p>

	<p>accessible from the front of the building or driveway</p> <ul style="list-style-type: none"> <li>decorative roof elements and avoid bulky roof forms.</li> <li>Roofing materials should be constructed of low reflective materials and / or finishes</li> <li>adequate guttering and downpipes to be provided</li> <li>rooftop or exposed structures including plant rooms, air conditioning, ventilation and exhaust systems are to be suitably screened and integrated with the building</li> <li>building construction shall comply with the requirements of the BCA</li> </ul>	<p>front of the building via stairs and a ramp.</p> <ul style="list-style-type: none"> <li>Roof form is broken up with dormer windows</li> <li>Low reflective materials proposed. Pre-coloured metal roof sheeting</li> <li>Proposed</li> <li>No roof-top structures are identified on the drawings. If this application is supported, it is recommended that a condition be imposed requiring all of these elements to be integrated into the building.</li> <li>Compliance with BCA will be required</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes, condition</p>
5	<u>Safety and Security</u>		
5.2.1	<p><u>Entrances and natural surveillance</u></p> <ul style="list-style-type: none"> <li>The front door to a building should face the road, wherever possible.</li> <li>Any offices/showrooms must be located at the front of the building with windows facing the public road.</li> <li>The street number of the building must be visible from the road</li> <li>Lighting should be provided to the external entry path and the carparking area using vandal resistant light fixtures.</li> <li>Lighting design should address the principles CPTED.</li> <li>Compliance with Chapter E2: CPTED</li> </ul>	<ul style="list-style-type: none"> <li>The front door of the operations building faces north towards the car park area and adjoining public roads.</li> <li>The applicant indicates that the street number will be readily visible to assist in the identification of the building.</li> <li>Lighting (including bollard lighting) will be provided to the external entry path and the car parking area. Proposed lighting design will meet the requirements of relevant Australian Standards.</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

6	<u>Carparking</u>		
6.2	<ul style="list-style-type: none"> <li>Car parking to be provided in accordance Part E. 100% required within the site</li> <li>stacked car parking spaces not permitted</li> <li>minimum of 2% of total car parking numbers to be provided for disabled persons– clearly marked and located in close proximity to the main entrance to the building.</li> <li>All car parking areas and roadways to be hard-standing, all weather-material, clear line marking</li> <li>Bike storage in accordance with Part E; bicycle storage facilities and showering / change rooms for staff</li> </ul>	<ul style="list-style-type: none"> <li>210 car spaces are required based on the applicable rates stated within the DCP. 328 car spaces have been provided for within the site which the applicant contends is sufficient for staff and visitors' vehicles. In addition, a number of spaces are provided to cater for other vehicle types. The car parking arrangement appears to be satisfactory.</li> <li>8 disabled person's car spaces have been provided which is sufficient. These are located opposite the main entrance to the operations building; access to the building is available via an accessible ramp.</li> <li>All car parking areas will be hard surface areas with appropriate line marking in accordance with relevant Australian Standards.</li> <li>53 bicycle spaces have been provided which is consistent with the requirements of the DCP. Bicycle storage areas and associated change room facilities etc are to be provided within the site.</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
7	<u>Loading dock facilities, vehicular access &amp; manoeuvring requirements</u>		
7.2	<ul style="list-style-type: none"> <li>Servicing and loading dock facilities shall be provided in accordance with Part E of DCP.</li> <li>Each building to be provided a suitable loading bay facility to accommodate a large rigid truck. Buildings with a GFA&gt;3,000sqm to be provided with a loading dock capable of accommodating semi-trailers and large rigid trucks.</li> <li>All loading and unloading to take place wholly within the loading bay. No loading/unloading to occur within any car parking area, landscaping area, pedestrian footway</li> </ul>	<ul style="list-style-type: none"> <li>Refer to discussion above in Section 3.3.1</li> <li>Adequate servicing and loading dock facilities are provided for the specific uses/ functions that occur within the site.</li> <li>All loading/ unloading activities will take place wholly within the site within dedicated loading bays.</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

	<ul style="list-style-type: none"> <li>or road reserve.</li> <li>Loading docks shall be positioned away from public road frontage.</li> <li>Satisfactory on-site manoeuvring areas in accordance with AS 2890.2</li> <li>All truck movements into/ from the site must be in a forward direction.</li> <li>Access arrangements to comply with RTA's Traffic Generating Guidelines and AS 2890.1.</li> <li>Preferable for separate access arrangements for standard passenger vehicles and trucks in order to minimise vehicular conflicts.</li> <li>All internal two-way access roads min width of 7m. Directional signage shall be shown on all internal roadways where required</li> <li>Emergency vehicular access must be provided from a public road. The internal access road must have an unobstructed 6m width with no part of the building being more than 18m away from the access road</li> <li>Drainage system to be provided to all car parking areas, manoeuvring areas and internal roadways. Appropriate stormwater drainage layout plans and calculations to be provided.</li> </ul>	<ul style="list-style-type: none"> <li>Loading docks/service areas all appear to be located internal to the site and as such, not visible from the road frontages</li> <li>Manoeuvring appears to be compliant. If approved, conditions will be imposed in this regard.</li> <li>Complies</li> <li>Access arrangements are satisfactory</li> <li>Separate car parking areas available for standard passenger vehicles to minimise potential vehicular conflicts.</li> <li>Emergency vehicular access will be provided throughout the site.</li> <li>All car parking areas, manoeuvring areas and internal roadways will be provided with a drainage system comprising surface inlet pits. Appropriate stormwater drainage plans and calculations have been submitted</li> </ul>	<p>Yes</p> <p>Yes, impose condition.</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
8	<u>Landscaping Requirements</u>		
8.2	<ul style="list-style-type: none"> <li>Landscaping to be integrated with the overall development; used to improve the streetscape appearance of industrial development and associated car parking and loading areas.</li> </ul>	<ul style="list-style-type: none"> <li>A landscape plan was submitted with the DA which has been reviewed by Council's Landscape Officer and is satisfactory</li> </ul>	<p>Yes</p>



	<ul style="list-style-type: none"> <li>Concrete wheel stops to be provided.</li> <li>Retaining wall heights are to be restricted up to max height 2.5m. Where walls exceed 2.5m, the wall is to be terraced</li> <li>Pedestrian and vehicular movement is to be clearly separated by use of design devices such as change in paving, kerb, bollards, line marking. Pedestrian paths are to be minimum 1.5 metres in width.</li> <li>front fence palisade type maximum height 1.8m; sliding type gates</li> <li>provide an external shaded seating area for meal breaks</li> <li>Contrasting paving is required at driveway thresholds. Break up large expanses of car parking by use of contrasting paving.</li> <li>Fire hydrants, electricity substations, sprinkler tanks and / or waste collection and storage facilities must not be located within the front landscaped area.</li> <li>A fully automatic irrigation system is required in all car park planter beds. Tree root barriers should be installed around the edge of planter beds to reduce future maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>Provided</li> <li>Retaining walls internal to the site have varying heights. Walls are up to 4.45m adjacent to the existing concrete area which will act as a swale. The wall is not broken however there is a landscape bed to be provided adjacent to the road frontage to screen this structure.</li> <li>Provision has not been made for this to occur. Pedestrian paths are provided only immediately adjacent to the operations building. This is considered to be reasonable in this case as the applicant expects there to be only small numbers of visitors to the site.</li> <li>2.4m high open styled palisade style fencing. To be black in colour. It is noted that this control is inconsistent with the fence height permitted in Clause 12.2 below.</li> <li>An external shaded seating area for meal breaks is provided on the western side of the operations building.</li> <li>Plans do not delineate paving types or finishes. This can be conditioned if consent is granted</li> <li>No new fire hydrants, electricity substations, sprinkler tanks and / or waste collection and storage facilities are proposed to be located within the front landscaped area.</li> <li>An irrigation system will be provided in all car park planter beds. Tree root barriers will be installed around the edge of planter beds</li> </ul>	<p>Yes</p> <p>No screening available but is</p> <p>No but reasonable in this instance</p> <p>No, however height considered to be acceptable given the nature of uses located within the site</p> <p>Yes</p> <p>Condition</p> <p>Yes</p> <p>Yes</p>
8.2.1	<ul style="list-style-type: none"> <li>Landscape plan required for all applications, to be</li> </ul>	<ul style="list-style-type: none"> <li>Landscape plan submitted with the DA.</li> </ul>	Yes

	prepared by a landscape architect		
8.2.2	<ul style="list-style-type: none"> <li>An Arborist Report is required in relation to any significant tree on the subject site (other than an exempt tree) and trees on neighbouring properties that will be affected by the development, if it is 3m or more in height, or has a trunk diameter of 200mm or more at a height of 1 metre from the ground, or has a branch spread of 3 metres or more.</li> <li>Trees proposed for industrial sites are to be suitable species</li> <li>Site landscaping must be integrated with the stormwater management controls.</li> <li>Existing trees on site and on adjacent properties are to be surveyed and accurately plotted with levels and extent of canopy. This information is to be indicated on the Landscape Plan and clearly show whether the trees are to be retained or removed.</li> <li>The developer is to provide street trees to street frontages of the development site.</li> </ul>	<ul style="list-style-type: none"> <li>Arborist report was submitted with the DA which provides comments in relation to the trees to be removed and provides recommendations for the trees to be retained.</li> <li>Landscape plan has been reviewed by Council's Landscape Officer and is acceptable.</li> </ul>	<p>Yes</p> <p>Yes</p>
9	<u>Outdoor storage areas</u>		
9.2		None proposed	N/A
10	<u>Shipping Container Storage Facilities</u>		
10.2		None proposed	N/A
11	<u>Motor vehicle repair workshops</u>		
11.2		None proposed	N/A
12	<u>Fencing</u>		
12.2	<ul style="list-style-type: none"> <li>All fencing in industrial developments shall be constructed of palisade or decorative open style</li> </ul>	<ul style="list-style-type: none"> <li>Proposed fencing comprises metal palisade style fencing, to be black in colour with a height of 2.4m.</li> </ul>	Yes

	<p>metal type fencing with a maximum 2.4m height.</p> <ul style="list-style-type: none"> <li>All front entry gates shall be constructed to swing inwards into the site or slide across the frontage, at all times.</li> <li>Masonry retaining walls along the street frontage shall be restricted to 600mm in height. Palisade or other decorative open metal type fencing may be erected on top of the masonry wall provided the total height of the masonry wall and fence is a maximum 2.4 metres in height.</li> </ul>	<ul style="list-style-type: none"> <li>All front gates are proposed to be recessed well back inside the property</li> <li>Landscape screening to be provided adjacent to the street frontage to screen the proposed retaining walls. All walls and structures are setback more than 5.0m from the front boundary of the site</li> </ul>	<p>Yes</p> <p>Yes</p>
13	<u>Use of factory / warehouse units</u>	N/A	N/A
14	<u>Abrasive blasting industry</u>	N/A	N/A
15	<u>Industrial development adjoining a residential zone</u>	N/A	N/A
16	<u>Retailing in industrial areas</u>	N/A	N/A
17	<u>Yallah industrial estate</u>	N/A	N/A
18	<u>Jardine Street industrial estate</u>	N/A	N/A
19	<u>Advertising Structure/Signs</u>		
	<ul style="list-style-type: none"> <li>All advertising signage or structures for industrial developments shall be in accordance with the requirements of SEPP 64 and Chapter C1 of this DCP.</li> </ul>	<ul style="list-style-type: none"> <li>The two proposed advertising signs have been assessed in relation to SEPP 64 and Chapter C1 of the DCP above. The proposed signage complies.</li> </ul>	<p>Yes</p>
20	<u>Stormwater drainage &amp; stormwater quality controls</u>		
20.2.1	<ul style="list-style-type: none"> <li>All developments must provide for stormwater drainage and on-site detention in accordance with the requirements of Stormwater Management chapter in Part E of this DCP.</li> </ul>	<ul style="list-style-type: none"> <li>These issues have been considered by Council's Stormwater and Environment Divisions and are satisfactorily addressed.</li> <li>Stormwater filtration and water quality controls will be implemented.</li> </ul>	<p>Yes</p> <p>Yes</p>
21	<u>Riparian Corridor Management</u>	N/A	N/A
22	<u>Utility Infrastructure Services</u>		



	<ul style="list-style-type: none"> <li>Satisfactory arrangements are required for the provision of reticulated water and sewerage; underground electricity and underground telecommunications.</li> </ul>	<ul style="list-style-type: none"> <li>The site is serviced with reticulated water supply, sewerage, electricity and telecommunications and it is expected that existing services can be extended/augmented to accommodate the proposed development. If this proposal is supported, conditions of consent should be imposed in this regard.</li> </ul>	Yes, impose conditions if approved
23	<u>Subdivision of Industrial Land</u>	Not proposed	N/A
24	<u>Road design &amp; construction requirements - road</u> <u>Types and characteristics for public roads</u>	Only applies to roads to be constructed as part of an industrial subdivision	N/A
25	<u>Restricted access to arterial or sub-arterial roads</u>		
25.1	<ul style="list-style-type: none"> <li>Direct access to any arterial or sub-arterial road will not be permitted where alternate public road access is available.</li> </ul>	<ul style="list-style-type: none"> <li>Access to remain available via the existing entry point onto Glastonbury Avenue. Egress is proposed to be retained to Five Islands Road which is generally acceptable to the RTA subject to the median being closed to prevent vehicles turning right onto Five Islands Road from the site.</li> </ul>	Yes
26	<u>Street lighting</u>		
26.1	<ul style="list-style-type: none"> <li>street lighting systems are to be provided for roads and intersections as well as pedestrian crossing and traffic calming device locations in accordance with AS / NZS 1158 Road Lighting.</li> </ul>	<ul style="list-style-type: none"> <li>Lighting to be provided along road ways and within car parking areas in accordance with AS/NZS 1158. If approved, conditions should be imposed in this regard.</li> </ul>	Yes, impose condition.
27	<u>Strata subdivision of multi-unit factory/ Warehouse</u> <u>distribution centre complexes</u>	N/A	N/A