

SUMMARY

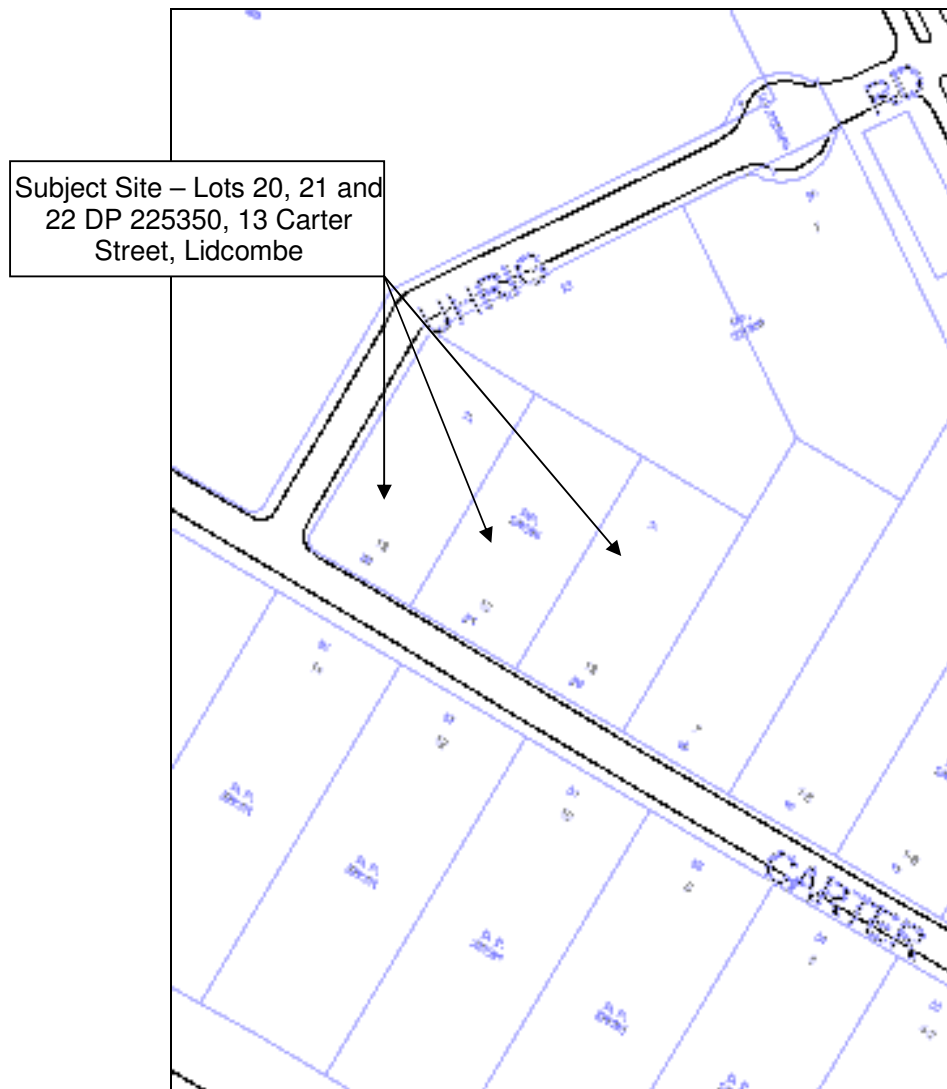
Applicant:	Energy Australia
Owner:	Energy Australia
Application Number:	DA-64/2010
Description of Land:	Lots 20, 21 and 22 DP 225350, 13 Carter Street, LIDCOMBE
Proposed Development:	Alterations and additions to existing industrial building and use as a cable drum warehouse with ancillary workshops and offices by Energy Australia (Crown DA)
Site Area:	12,540sqm
Zoning:	4 (e) Homebush Bay Enterprise
Disclosure of political donations and gifts:	Nil disclosure
Issues:	Use of 23 metre long service vehicles and the impact upon the local traffic network.

Recommendation

1. That Development Application DA-64/2010 for proposed alterations and additions to the existing industrial building and it's use as a cable drum warehouse with ancillary workshops and offices by Energy Australia (Crown DA) on land at 13 Carter Street, Lidcombe be refused subject to conditions.
2. That the JRPP require Auburn Council's planning staff to attend any Crown mediation and report back any proposed mediated solution *in accordance with Section 116C of the Environmental Planning and Assessment Act 1979.*

Site and Locality Description

The subject site is identified as Lots 20, 21 and 22 of DP 225350 and is known as No.13 Carter Street, Lidcombe (formerly Homebush Bay). It is located on the north-eastern corner of the intersection between Carter Street and Uhrig Road in the locality known as the Carter Street Precinct. The site is rectangular in shape and has dimensions of 134.11 metres to 137.18 metres (width) by 88.39 metres to 91.44 metres (depth), providing a total site area of approximately 12,540sqm. Currently occupying the site is a large, aging industrial building which includes ancillary office areas and has been vacant for a number of years. The building has a total floor space of 6,696sqm, including approximately 5,713sqm warehouse area and 945sqm of ground and first-floor ancillary office areas.



Surrounding development consists of a mixture of industrial and commercial developments of varying scale, form, age and style. Adjoining the site to the north and east (7 Carter Street) are 2 large, traditional, red-brick industrial buildings, both of which are currently vacant.

Development consent for the construction of 2 commercial buildings (orientated to Uhrig Road and the north of the site) on this site was issued by Council under DA-259/2007, DA-262/2007 and DA-278/2007. To the south (across Carter Street), the locality predominantly consists of large, traditional industrial buildings used for a range of industrial purposes. While to the west there is a mixture of modern industrial and commercial developments including large warehouse buildings and multi-storey office accommodation. In the wider locality, the precinct is bounded by the parklands and

sporting facilities of Sydney Olympic Park to the north, east and west and by the M4 Motorway to the south.

Description of Proposed Development

Council is in receipt of a development application for alterations and additions to the existing building and use and fit-out for warehousing of cable drums with associated workshops and administrative offices.

The refurbishment of the building is to specifically include:

- Demolition of the existing two-storey office area and stairwell to the southern elevation of the building (facing Carter Street);
- Construction of a new two-storey office area and stairwell, mostly within the existing footprint (the access stairwell will be extended slightly);
- Raising the ceiling height of the northern part of the warehouse area (by approximately 5.3 metres to a total height of approximately 13.5 metres) to accommodate an automated cable drum storage system;
- Refurbishment of the existing warehouse amenities area in the south-eastern corner of the building (internal);
- Fit-out of the building with specialised storage system for the cable drums, general racking and office areas.

Ancillary site works include excavation of existing bank areas along the northern and eastern boundaries for to provide oil and gas storage areas, widening of existing driveways to Carter Street and Uhrig Road, new concrete slabs for parking and manoeuvring areas (replacing existing bitumen) and upgrades of the existing landscaped areas and stormwater drainage system. Several existing trees are also to be removed to accommodate the proposed works.

The proposed use of the site is to be by Energy Australia and shall specifically consist of:

- Warehousing of large cable drums, including an automated mass storage system to the northern section of the warehouse (requiring the roof to be raised);
- General warehouse storage with a mixture of high and low bay storage racking;
- Workshops for the maintenance and repair of components;
- Two levels of office for the administrative management of the facility;
- Approximately 100 site-based staff;
- Operational hours of 7.00am until 6.00pm, Monday to Friday, with “limited” weekend hours (no further information provided);
- Delivery of the cable drums by an oversized, custom-built service vehicle of dimensions of 23 metres (length) by up to 4.35 metres (loaded width), at a frequency of 3 times daily generally, but up to 10 times daily at peak periods. Approximately 74 vehicular movements per day are also to be made by a range of other, smaller service vehicles (for example vans, utilities and medium and heavy rigid vehicles).

Business identification signage proposed includes:

- An illuminated main pylon sign with dimensions of 3 metres (height) by 1 metre (width), located on the eastern side of the domestic vehicle entry to the site on Carter Street and containing the words “Energy Australia” and the site address;
- A non-illuminated secondary pylon sign with dimensions of 1.5 metres (height) by 0.75 metres (width), located on the western side of the domestic vehicle entry to the site on Carter Street and containing the words “Energy Australia” and departmental directions information;
- Two non-illuminated secondary pylon signs with dimensions of 1.5 metres (height) by 0.75 metres (width), located on the eastern side of the service vehicle entry to the site on Carter Street and the southern side of the service vehicle entry on Uhrig Road, containing the words “Energy Australia” and “In”;
- Two wall-mounted signs of unspecified dimensions and illumination, to be located on the southern elevation of the office building (facing Carter Street) and the eastern elevation of the warehouse building and containing the words “Energy Australia” and departmental directions.

If the application is recommended for approval, a suitable condition will be included in any consent to regulate size, illumination and content of the proposed business and building identification signage.

Consultations

Prior to the lodgement of the subject development application, a pre-lodgement application (PL-23/2009) and meeting were conducted for the proposed development. As part of the pre-lodgement application, Council advised that to enable a full and thorough assessment, specific information was required on the following matters:

- State Environmental Planning Policy No.33 – Hazardous and Offensive Development;
- State Environmental Planning Policy No.55 – Remediation of Lands;
- State Environmental Planning Policy No.64 – Advertising and Signage;
- Vehicular movements and service requirements in relation to State Environmental Planning Policy (Infrastructure) 2007;
- Detailed operational information and assessment of permissibility under the Auburn Local Environmental Plan 2000 and Draft Auburn Local Environmental Plan 2009;
- The provisions of the Carter Street Precinct DCP, including a workplace travel plan, building height, ecologically sustainable development and the Parking and Loading DCP;
- Access for persons of limited mobility;
- Stormwater Drainage;
- A response to Council's Auburn Development Contributions Plan 2007;
- An arborist report to assess the status of the high number of trees proposed to be removed.

A full development application (DA-64/2010) for the proposal was lodged with Council on 19 February 2010. A detailed assessment of the submitted information identified that a number of the above issues remained outstanding and that some additional issues were raised. Council advised the applicant of the matters requiring attention in a letter dated 20 April 2010. Further comments from internal Council departments and the Roads and Traffic Authority of NSW were forwarded to the applicant via e-mail on 7 May 2010.

A formal response to the issues raised from Consultants on behalf of the applicant was received 14 May 2010. The submission failed to suitably address Council's concerns in relation to the use of specialised, oversized vehicles. Following further advice from Council on this matter, detailed information regarding the vehicular movements was received 2 July 2010.

Referrals

Internal Referrals

Development Engineer

The development application was referred to Council's Development Engineer for comment in relation to stormwater, traffic and parking. While a number of minor issues were able to be resolved with the applicant, the major issue of the use of oversized vehicles to make deliveries to the site was not suitably resolved.

Council's Engineering Department has on a number of occasions requested that the applicant, through the designated consultants, provide detailed information regarding the use of a special, customised truck to deliver the cable drums. Final information was received 2 July 2010. The truck is to have dimensions of 23 metres (length) by 4.35 metres (width when loaded) and will require occupation of the majority of the carriageway. Swept path analysis provided also suggests that to make the turn into and out of the site, parking restrictions would need to be deployed in the immediate surrounding area to prevent any obstructed use of the whole carriageway. Details provided by the applicant suggest these vehicles are to be used on a frequent basis and shall generally attend the site 3 times daily over a 10 day period every quarter but could increase to 10 times daily during peak periods. The use of such trucks will also hinder the proposed future upgrade of the Carter

Street/Uhrig Road intersection, including the implementation of a centre median (Carter Street Precinct DCP requirements) and is likely to have an adverse impact upon pedestrian safety given the width of driveway proposed and required to allow the truck to make the turn into and out of the site.

Based on this information Council's Engineering Department are not satisfied that, given the size and frequency of use of such trucks, a considerable detrimental impact upon the surrounding traffic network and other local business will not eventuate as a result of the proposed development. It has been advised that the proposal should not be supported based on this issue.

Environmental Health Officer

The development application was referred to Council's Environmental Health Officer for comment. No objections have been raised to the proposed development subject to the imposition of some specific conditions in any development consent for the proposal.

Fire Safety Officer

The development application was referred to Council's Fire Safety Officer for comment. No objections have been raised to the proposed development subject to the imposition of some specific conditions in any development consent for the proposal.

External Referrals

Roads and Traffic Authority of NSW

Given the specific traffic requirements of the proposed development (including the use of a customised, oversized vehicle), a referral was sent to the Roads and Traffic Authority of NSW. A written response was received by Council on 11 May 2010 which stated:

"The RTA has reviewed the development application and the following comments are provided to Council for its consideration in the determination of the development application:

- 1. The swept path analysis of 23.0 metre articulated vehicles submitted with the application is not acceptable as the swept path analysis shows that 23.0 metre articulated vehicles track over the wrong side of Carter Street. In this regard, Council shall ensure that the swept path of 23.0 metre articulated vehicles entering and exiting the subject site, as well as manoeuvrability through the site, can be undertaken in accordance with AUSTROADS [sic].*
- 2. Off street parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS2890.1 – 2004 and AS2890.2 – 2002 for service areas.*
- 3. All vehicles are to enter and leave the site in a forward direction.*
- 4. All loading and unloading shall occur on site.*
- 5. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.*

In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of Council's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer."

Council's Engineering Department is in agreement with RTA in regards to the use of the customised oversized service vehicles. Information submitted since the referral to the RTA has failed to demonstrate that there will be no detrimental impact upon the surrounding local traffic network (as discussed in detail under the Internal Referrals Section above). Taking the advice of the RTA into

account, Council's Engineering Department have stated that the proposal cannot be supported for this reason.

Sydney Olympic Park Authority

As the subject site is located with the area identified as the Sydney Olympic Park Development Area under the Sydney Olympic Park Act 2001, Council referred the application to Sydney Olympic Park Authority for consideration. A response was received in writing on 1 April 2010 advising the proposal will have no significant impact on the Olympic Park precinct.

The provisions of any Environmental Planning Instruments (E P & A Act s79C (1)(a)(i))

State Environmental Planning Policies

The proposed development is affected by the following State Environmental Planning Policies:

State Environmental Planning Policy No.33 – Hazardous and Offensive Development

For SEPP 33 to apply to a development proposal, the proposal must be classified as either a 'potentially hazardous industry' (including hazardous storage establishments) or a 'potentially offensive industry' (including offensive storage establishments). Clause 3 of the SEPP identifies these classifications as:

“potentially hazardous industry means a development for the purposes of any industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality:

(a) to human health, life or property, or

(b) to the biophysical environment,

and includes a hazardous industry and a hazardous storage establishment.

potentially offensive industry means a development for the purposes of an industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would emit a polluting discharge (including for example, noise) in a manner which would have a significant adverse impact in the locality or on the existing or likely future development on other land, and includes an offensive industry and an offensive storage establishment.”

The proposed operation includes the following potentially hazardous elements:

- Nitrogen and helium store – nitrogen is used to pressurise gas pressure cables and helium is used to locate leaks on the gas pressure cables. A mixture of full and empty gas cylinders would generally be stored, and replenished on a weekly basis.
- Liquefied Petroleum Gas store, being a central refuelling facility for technicians to re-fill portable gas bottles.
- Oil pressure storage tank for low pressure tanks used on self contained fluid filled (SCFF) cables. The enclosure can contain up to a maximum of 200 litres of T3788 and T3588 cable fluid.
- Flammable gas container store, containing small flammable gas containers used for cable joining.
- Bunded area (north of the building) is for the parking of cable maintenance trucks required for topping up insulating cable fluids in SCFF cables, and containing quantities of cable fluid T3788.
- 56 x 200 litre drum store contains T3788 cable fluid in 200 litre drums, which is injected into SCFF cables and their pressure tanks by the cable maintenance truck. Stock maintained at this level and deliveries are made every 3 months.

- Bunded drum store is for the temporary storage of empty drums and drums of up to 200 litres containing electrical compounds, cable fluids and untreated water from pits. Collected by waste treatment contractor on a monthly basis.
- Cable drum store containing transmission cable drums of varying size (the largest being 4.3 metres high, 3 metres wide and weighing 33 tonnes). Delivery is by the customised 23 metre (length) by 4.35 metre (width) vehicle and as ordered in bulk, could comprise up to 10 deliveries per day.
- Workshops, consisting of service, maintenance and repair of oil pressure tanks, gas cabinets and plant machinery.

The quantities and storage locations of the dangerous materials associated with the proposal was considered by Council's Environmental Health Department and deemed to be below the thresholds identified to trigger the provisions of SEPP 33.

State Environmental Planning Policy No.55 – Remediation of Land

The requirement at Clause 7 of SEPP 55 for Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development has been considered in the following table:

Matter for Consideration	Yes/No
Does the application involve re-development of the site or a change of land use?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
In the development going to be used for a sensitive land use (e.g.: residential, educational, recreational, childcare or hospital)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site? Acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the site listed on Council's Contaminated Land database?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the site subject to EPA clean-up order or other EPA restrictions?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has the site been the subject of known pollution incidents or illegal dumping?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the site adjoin any contaminated land/previously contaminated land?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Details of contamination investigations carried out at the site: Stage 1 and Stage 2 Environmental Assessment reports (Report No.6099, prepared by WSP Environmental and dated July 2007) were submitted with a previous application (DA-244/2007) for the whole of the former Goodman land holding (the precinct bounded by Sydney Olympic Park to the north, Carter Street to the south, Birnie Avenue to the east and Uhrig Road to the west). The findings of these reports were:</p> <ul style="list-style-type: none"> • Fill material to a depth of 1.56m and 2.8m was found but groundwater was not encountered. Considered that the natural soils will be classed as Virgin Excavated Natural Materials (VENM); • The only asbestos found on-site was from isolated fibres from a stockpile; • Concentrations of heavy metals, TPH, PAHs, SVOCs, PCBs and cyanide in soil samples generally meet residential and commercial/industrial land use criteria; • Excessive amounts of TPH and benzo(a)pyrene were located in two isolated locations; • Several samples exceed the adopted levels for nickel and zinc, however the bio-available concentrations were below adopted guidelines; • Volatile contaminants were not identified although the delineated TPH hotspot requires remediation. <p>The conclusion of the reports was that: <i>"...provided that a remediation action plan and associated validation report are prepared to address the aforementioned points, it is considered that the site is suitable for the proposed commercial redevelopment..."</i> A further investigation (Report No.1-07-110 and dated December 2007) by WSP Environmental was submitted and reiterated the need for an RAP to be prepared for the site. A Remediation Action Plan (Report No.1-07-134 and dated 17/12/2007), also prepared by WSP Environmental, was submitted and approved by Council under DA-244/2007. The RAP is consistent with EPA Guidelines and if implemented will render the site suitable for the intended commercial use. Should the application be recommended for approval, relevant conditions will be included in any consent to ensure compliance with the Remediation Action Plan and for appropriate undertakings in the event of discovery of additional information during works, which alter previous contamination conclusions for the site.</p>	
Has the appropriate level of investigation been carried out in respect of contamination matters for	

Matter for Consideration	Yes/No
Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

State Environmental Planning Policy No.64 – Advertising and Signage

As identified above, the proposed development includes the erection of several signs associated with the proposed use. Thus, the relevant objectives and requirements of SEPP 64 have been considered in the following assessment table:

Requirement	Yes	No	N/A	Comment
Part 1 – Preliminary				
Clause 3(1)(a)(i) Aims, objectives <i>Signage is compatible with the desired amenity and visual character of an area.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Carter Street locality does not have a consistent theme for business and building identification signage. The proposed signage is considered to be modest, and thus compatible with the desired amenity and character of the area.
Clause 3(1)(a)(ii), Aims, objectives <i>Signage provides effective communication in suitable locations.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed signage provides effective business identification and directional information for vehicles and pedestrians.
Clause 3(1)(a)(iii), Aims objectives <i>Signage is high quality design and finish.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Signage materials and finishes are not specified. If the proposal is recommended for approval, a relevant condition can be included in any consent, requiring use of high-quality, durable materials be used for all signage.
Part 2 – Signage Generally				
Clause 8 Granting of consent to signage <i>A consent authority must not grant consent to an application to display signage unless:</i> <i>(a) That signage is consistent with the objectives of the Policy at clause 3(1)(a);</i> <i>(b) That the signage satisfies the assessment criteria specified in Schedule 1.</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	Refer to detailed comments herein.
Clause 4 Definitions				The proposed signage is consistent with the definitions of business and building identification signage in accordance with Clause 4 of the SEPP, being: “Building identification sign means a sign that identifies or names a building, and that may include the name of a business or building, the street number of a building, the nature of the business and a logo or other symbol that identifies the business, but that does not include general advertising of products, goods or services. Business identification sign means a sign: <i>(a) That indicates:</i> <i>(i) The name of the person, and</i> <i>(ii) The business carried on by the person, at the premises or place at which the sign is displayed, and</i> <i>(b) That may include the address of the premises or place and a logo or other symbol that identifies the business, but that does not include any advertising relating to a person who does not carry on business at the premises or place.”</i>
Schedule 1 – Assessment Criteria				
<u>Character of the area</u> <i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i> <i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	The Carter Street locality features infrequent pylon and building elevation signage. The proposal is consistent with these conditions. The future character is determined by the signage requirements of the Carter Street DCP. Refer to the assessment below for further details on consistency with the future signage intentions.

Requirement	Yes	No	N/A	Comment
Special areas <i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no environmentally sensitive, heritage, conservation areas or the like affected by the proposed signage.
Views and vistas <i>Does the proposal obscure or compromise important views?</i> <i>Does the proposal dominate the skyline and reduce the quality of vistas?</i> <i>Does the proposal respect the viewing rights of other advertisers?</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed signage is generally low-scale or affixed to building elevations and therefore will not obscure views or other advertisers.
Streetscape, setting or landscape <i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i> <i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i> <i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i> <i>Does the proposal screen unsightliness?</i> <i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	The scale and form of the proposed signage is suitable within the context. The signage is not required to reduce existing signage or screen unsightliness. No signage will protrude above the building.
Site and building <i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which proposed signage is to be located?</i> <i>Does the proposal respect important features of the site or building, or both?</i> <i>Does the proposal show innovation and imagination in its relationship to the site or building or both?</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	The scale and locations of the proposed signage will complement the existing building.
Associated devices and logos with advertisements and advertising structures <i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is displayed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No such safety structures are required.
Illumination <i>Would illumination result in unacceptable glare?</i> <i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i> <i>Would illumination detract from the amenity of any residence or other form of accommodation?</i> <i>Can the intensity of the illumination be adjusted, if necessary?</i> <i>Is the illumination subject to a curfew?</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Limited detail is provided regarding illumination of the signage. If the application is recommended for approval, a relevant condition will be included in any consent to regulate illumination.
Safety <i>Would the proposal reduce the safety for any public road?</i> <i>Would the proposal reduce the safety for pedestrians or bicyclists?</i> <i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sight lines from public areas?</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed signage is not considered to result in any reduction to pedestrian and cyclist safety.

Summary of non-compliances and/or variations to State Environmental Planning Policy No.64

There are no non-compliances and/or variations to State Environmental Planning Policy No.64.

State Environmental Planning Policy (Infrastructure) 2007

The proposed development, being warehousing with ancillary workshops and office, is not specifically identified under Part 3 – Development Controls, or Schedule 3 – Traffic Generating Development, of the SEPP. Thus, no specific provisions of the SEPP apply to the proposal.

Despite this, the proposal was referred to the RTA due to the use of a customised, 23 metre long service vehicle. The advice received from the RTA is detailed under the External Referrals Section of this report (above).

Regional Environmental Plans

The proposed development is affected by the following Regional Environmental Plans:

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The site is located within the Sydney Harbour Catchment area and thus SREP (Sydney Harbour Catchment) 2005 is applicable to the development application. The proposed development raises no issues as it is generally consistent with the relevant objectives and requirements of the Plan.

Local Environmental Plans

Auburn Local Environmental Plan 2000

The relevant objectives and provisions of Auburn LEP 2000 have been considered in the following assessment table:

Requirement	Yes	No	N/A	Comments
Clause 8 (1) – Environmental Objectives				
(a) To conserve, protect and enhance the environmental heritage of the LGA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Environmental Objectives as no significant impacts upon any river systems, stormwater drainage and air and soil quality are likely. Relevant conditions regarding erosion and sediment control, noise and other emissions and waste (construction and ongoing), shall be included in any consent, should the application be recommended for approval.
(b) To ensure that the natural environment is duly considered in the decision-making process.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(c) To consider Auburn's location within the Parramatta River Catchment Area and Cooks River Catchment Area and ensure that development does not adversely impact on these river systems and their tributaries.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(d) To encourage an efficient means of disposing of stormwater that reduces the potential for flooding without reducing the ability to rehabilitate Auburn's waterways.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(e) To ensure that development does not adversely impact on air and soil quality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(f) To ensure that development does not breach regulatory noise controls.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(g) To promote the conservation of natural resources and non-renewable energy resources through efficient energy efficient design, construction techniques, choice of building materials and the utilisation of ecologically sustainable development techniques.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(h) To minimise waste by promoting the recycling and reusing of materials.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Clause 8 (2) Economic Development Objectives				
(a) To facilitate economic activity and employment growth within the LGA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(b) To facilitate the economic prosperity of the commercial centres within the LGA.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development is considered to be consistent with the Economic Objectives as it will have no detrimental economic impacts upon the commercial centres of the Local Government Area and will provide temporary (construction works) and ongoing employment opportunities.
(c) To improve the social and economic conditions within the LGA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(d) To promote a ready work force for business in the LGA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comments
<p>Clause 8 (3) Social Development Objectives</p> <p>(a) To ensure that there is an adequate and equitable distribution of open space for all residents within the LGA.</p> <p>(b) To ensure that development facilitates the efficient and equitable provision of public services and amenities.</p> <p>(c) To increase the housing choices available within the LGA while improving the residential amenity.</p> <p>(d) To increase the availability of employment opportunities.</p> <p>(e) To ensure that social issues and needs are adequately addressed in the Council's decision-making process.</p>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>The proposed development is considered to be consistent with the Social Development Objectives as it will not affect housing choices, public services or open space areas.</p> <p>The proposal will also generate temporary (construction) and on-going employment opportunities.</p>
<p>Clause 8 (4) Character and Amenity Objectives</p> <p>(a) To recognise the special character and function of individual areas within the LGA.</p> <p>(b) To ensure that development improves the environmental character and quality of streetscapes within the LGA.</p> <p>(c) To promote the environmental and cultural heritage of the LGA.</p> <p>(d) To ensure that redevelopment improves streetscapes and is in keeping with the character of the LGA.</p> <p>(e) To identify and conserve those items and localities which contribute to the local environment and cultural heritage of the LGA.</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>The proposed development is considered to be consistent with the Character and Amenity Objectives as building upgrades will improve the appearance of the existing building within the Carter Street streetscape.</p>
<p>Clause 21A(1) – 4(e) Zone Objectives:</p> <p>(a) To recognise the special character of the precinct located between Sydney Olympic Park and the M4 Motorway.</p> <p>(b) To ensure that new development is compatible with the existing and future use of Sydney Olympic Park and contributes to increasing the general activity of the Homebush Bay area.</p> <p>(c) To encourage development that recognises and maximises the benefits of the major investment in the area in environmental improvements, infrastructure, open space and sporting and recreation facilities.</p> <p>(d) To provide buildings of innovative design and high urban design quality that incorporate ecologically sustainable development practices.</p> <p>(e) To provide the flexibility required to encourage a range of business uses into the zone.</p> <p>(f) To maintain acceptable traffic operating performance (traffic flow and level of service) in the surrounding area.</p> <p>(g) To maximise opportunities to increase walking, cycling and public transport use, to reduce vehicle kilometres travelled, to minimise the percentage of journeys to work made in cars by drivers and to encourage a variety of transport options.</p> <p>(h) To allow tertiary educational establishments to operate within the zone to promote working relationships with surrounding developments.</p> <p>(i) To allow a limited range of shops, and business, professional and personal services aimed primarily at meeting local needs.</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposed development is considered to be consistent with the Zone objectives as it will not have any detrimental impacts upon Sydney Olympic Park, will improve the visual quality of the existing building and implement ecologically sustainable principles (where possible).</p> <p>The applicant has committed to preparation and adoption of a workplace travel plan for promoting a reduction in the use of private staff vehicles. This shall be reinforced via a condition of consent, should the application be recommended for approval.</p> <p>The proposal does not however maintain acceptable traffic performance. Refer to the non-compliance discussion below.</p>

Requirement	Yes	No	N/A	Comments
Clause 21A(3) – 4(e) Permissible Development <i>Child care centres, community facilities, educational establishments, high technology industries, hotels, light industries, recreation areas, recreation facilities, refreshment rooms, site identification signs, service support industries, showrooms, training facilities, utility undertakings, warehouses, subdivision.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed use predominantly consists of the warehousing of large cable drums and associated equipment. There is also a “workshop” element for the casual repair and maintenance of equipment, which is ancillary to the main use but could also be classified as a light industry. Office areas are also proposed to provide for the administration of the site. While offices are prohibited under this clause, they are permissible under Clause 25D. Refer to the assessment of 25D below for further information.
<p>Clause 22 General Restrictions in Industrial Zones <i>The development is compatible with the existing and likely future character and amenity of nearby properties in terms of:</i></p> <p>(a) <i>Scale, bulk, height, siting and landscaping;</i></p> <p>(b) <i>Its operation;</i></p> <p>(c) <i>Traffic generation and car parking;</i></p> <p>(d) <i>Noise, dust, light and odour nuisance;</i></p> <p>(e) <i>Privacy;</i></p> <p>(f) <i>Stormwater drainage;</i></p> <p>(g) <i>Hours of operation;</i></p> <p>(h) <i>Overshadowing.</i></p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Scale, Bulk, Height, Siting and Landscaping The proposed development consists of reconstructing the office area largely within the existing footprint of the existing building and the raising of the roof of the northern part of the warehouse area to accommodate the automated cable drum facility. The warehouse roof shall be raised to a height of 15 metres, which is consistent with the Carter Street DCP height requirements for this site (refer to detailed assessment below). Otherwise, the existing building is not to be enlarged. Upgrade of the existing landscaped areas will provide better natural screening of the site.</p> <p>Its Operation The proposed use is warehousing/distribution with ancillary light industry and offices. Refer to Clause 20(3) and 25D above for further discussion on permissibility.</p> <p>Traffic Generation and Car Parking Refer to non-compliance discussion below.</p> <p>Noise, dust, light and odour nuisance The proposed development will not generate any major ongoing noise, dust, light or odour emissions. Relevant conditions regarding the control of any emissions from construction works and ongoing operations shall be included in any consent, should the application be recommended for approval.</p> <p>Privacy The proposed development raises no issues in regards to privacy as the subject site does not adjoin any residential properties.</p> <p>Stormwater Drainage Council's Development Engineer raises no objection to the proposed upgrade of the existing stormwater drainage system, subject to the inclusion of relevant conditions in any consent.</p> <p>Hours of operation The proposed hours of operation are between 7.00am and 6.00pm, Monday to Friday. These hours are consistent with other operations and the general industrial/commercial nature of the locality. The applicant also stated “...<i>limited operation over weekends</i>” shall take place. Council cannot approve such as no further detail was provided.</p> <p>Overshadowing The proposed alterations and additions to the warehouse roof and office areas of the existing building do not raise any issues in regards to overshadowing as additional shadows will fall within the subject site and no residential properties adjoin.</p>

upon the surrounding local traffic network. Added to this, the Traffic Impact Assessment (prepared by Traffix and dated February 2010) also details that approximately 74 other daily vehicular movements, by smaller service vehicles such as vans, utilities, medium and heavy rigid vehicles, are associated with proposed use. Thus it is recommended that for this reason, the proposal not be supported.

The provisions of any Draft Environmental Planning Instruments (E P & A Act s79C (1)(a)(ii))

Draft Auburn Local Environmental Plan (Amendment No.22)

The Draft Auburn LEP (Amendment No.22) was exhibited by Council from 22 July 2009 until 21 August 2009 and seeks to encourage large scale retail premises and office premises on a specified section of Parramatta Road. The Draft Auburn LEP also aims to reclassify and rezone land owned by Council to enable its disposal.

The subject site is not identified as being located within the proposed retail precinct under Draft ALEP No.22. Thus, the provisions and requirements of the Draft LEP raise no concerns as to the proposed development.

Draft Auburn Local Environmental Plan 2009

Council at the extraordinary meeting of 12 May 2010 resolved to adopt the Draft Auburn LEP 2009. The Draft LEP seeks to update Council's Local Planning Instrument and ensure consistency with the NSW Department of Planning Standard Instrument.

Under the Draft LEP, the whole of the subject site will be rezoned B7 – Business Park. In the proposed B7 zone, “Light Industries”, “Warehouse or Distribution Centres”, “Office Premises” and “Business Identification Signage” are to be permissible, with the consent of Council.

Draft LEP 2009 will also introduce development controls for minimum lot sizes and maximum floor space ratio within specific zones. For the B6 zone, the minimum lot size is to be 2,000sqm and a maximum floor space ratio of 1:1 will apply. As no changes to the existing site or built form are proposed, the application is considered to be consistent with these draft requirements.

The provisions of any Development Control Plans (E P & A Act s79C (1)(a)(iii))

General Requirements DCP

The relevant objectives and requirements of the General Requirements DCP have been considered in the assessment of the development application. The application is considered to be generally consistent with the objectives and relevant requirements of the DCP.

Carter Street Precinct DCP

The relevant objectives and requirements of the Carter Street Precinct DCP have been considered in the following assessment table:

Requirement	Yes	No	N/A	Comment
Part 2 Precinct Objectives				

Requirement	Yes	No	N/A	Comment
<u>Urban Form and Design</u>				
<ul style="list-style-type: none"> Promote flexible development patterns and building forms. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Urban Form and Design Objectives as while the majority of the existing building is to be retained as is, upgrades to the office area and landscaped areas of the site will greatly improve its appearance and impact within the Carter Street streetscape.
<ul style="list-style-type: none"> Ensure that new development is of the highest quality and complements the high public profile of the precinct given the local, national and international significance of the Sydney Olympic park and world class sporting facilities generally. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Respect and respond to view corridors across the Carter Street Precinct to Sydney Olympic Park. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No views of Sydney Olympic Park are affected and the majority of significant vegetation (the site contains a number of large, established trees) is to be retained.
<ul style="list-style-type: none"> Ensure that existing vegetation within the Carter Street precinct is retained where appropriate and supplemented by additional landscaping as part of any future development. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Recognise the special character of the Carter Street Precinct and the visual and functional relationships with Sydney Olympic Park. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Ensure that the scale, height, design and materials of construction, and the nature of future development, contribute positively to the visual quality of the area and the activity and vitality of the public domain. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Economic Development</u>				
<ul style="list-style-type: none"> Encourage the gradual transformation of older industrial properties for high quality buildings and the reuse of others for a diverse range of higher order uses. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development will modernise an existing industrial building. The new office area to the Carter Street elevation shall add a contemporary facade to an otherwise traditional-styled building to be more in keeping with recent approvals in the locality. The office is area is substantial and will provide for a business population as envisaged.
<ul style="list-style-type: none"> Facilitate the development of technology based industries and campus style business accommodation, which take advantage of infrastructure investment in the Sydney Olympic Park and contribute to the economic and employment growth of the area. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Integrated Transport</u>				
<ul style="list-style-type: none"> Encourage a pattern of development intensity that supports public transport. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is to have a total of 100 site-based staff, while only 67 car parking spaces are to be provided. The subject site is also suitably positioned to encourage the use of public transport (such as bus routes in Carter Street and Uhrig Road and the Sydney Olympic Park railway station). The application also states that a Workplace Travel Plan would be prepared and adopted upon occupation of the premises. Were the application to be recommended for approval, this requirement would be included as a condition of any consent.
<ul style="list-style-type: none"> Implement mechanisms to manage travel demand to and from the precinct. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Encourage walking, cycling and public transport use and moderating car use to ensure that development is sustainable and responds to the traffic constraints in the wider area. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Ensure that future development is compatible with the existing and planned carrying capacity of the surrounding road network. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to non-compliance discussion below.
<u>Activity and Amenity</u>				
<ul style="list-style-type: none"> Promote greater amenity for occupants and visitors that supports convenience shops, services and cafes. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed use does not consist of any retail elements.
<ul style="list-style-type: none"> Ensure that a more active and pedestrian-orientated public domain is achieved. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Were the application recommended for approval, relevant conditions would be included in any consent for the upgrade of the surrounding public domain.
<ul style="list-style-type: none"> Ensure that new development is compatible with the facilities within Homebush Bay, and the future use of Sydney Olympic Park. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Enable future development to benefit from the improved amenity of the precinct given the provision of sporting and other recreational facilities, long term investments in essential infrastructure, open space, landscaping, environmental improvements and pedestrian facilities. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Part 4 Development Framework				

Requirement	Yes	No	N/A	Comment
4.1 Design Principles 1. Promote public transport orientated development; 2. Establish convenient and viable amenities; 3. Establish a permeable movement network; 4. Establish an inviting public domain; 5. Develop a memorable urban environment; 6. Adaptable, sustainable and high quality development.	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	As the proposal involves the refurbishment and use of an existing building, little opportunity exists for development of new pedestrian networks. Upgrades proposed to elevations and landscaping and to public domain (to be conditioned, were the proposal recommended for approval) would have a positive impact on the surrounding urban environment.
4.2 Development Framework Plan <i>(Refer map in the DCP – page 14)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As the proposal involves the refurbishment and use of an existing building, little opportunity exists to incorporate major development elements of the Development Framework Plan.
4.3 Public Domain Improvement Plan 4.3.1 Landscape Character <i>The different character of each street type will be reinforced through the landscaping:</i> <ul style="list-style-type: none"> • <u>Edwin Flack Ave:</u> Lemon Scented Gums; • <u>Hill Rd and Birnie Ave:</u> All street tree planting implemented should respect the existing tree species and planting strategies of the precinct and Sydney Olympic Park and should occur in consultation with SOPA/Council; • <u>Carter Street:</u> Jacarandas; • <u>Uhrig Rd:</u> Gallery Pears in a central median; • <u>New Park:</u> Bosque of Peppercorn trees or similar. <i>All landscaping of streets with an interface to Sydney Olympic Park should complement the existing landscaping and be consistent with SOPA's Urban Elements Design Manual.</i>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Were the application recommended for approval, relevant conditions would be included in any consent for the upgrade of the surrounding public domain. This could include landscaping and street tree planting within the Carter Street and Uhrig Road frontages.
4.3 Public Domain Improvement Plan 4.3.2 Public Domain Improvement <i>Required improvements:</i> <ul style="list-style-type: none"> • New footpaths on both sides of all roads throughout the precinct; • Kerb extensions that will not interfere with coach operations, to facilitate pedestrian crossing movements and provide for tree planting; • Flexibility in design to accommodate peak vehicle and pedestrian flow; • A central median in Uhrig Rd to facilitate pedestrian crossings and provide for tree planting; • Pedestrian scale lighting; • New seats, bins and bike racks at key locations; • The creation of an urban park at the heart of the precinct with seating and possibly a central water feature. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	Were the application recommended for approval, relevant conditions would be included in any consent for the upgrade of the surrounding public domain. This could include new footpaths, landscaping and street furniture within the Carter Street and Uhrig Road frontages. Refer to non-compliance discussion below.
Part 5 Land Use and Transport Integration				

Requirement	Yes	No	N/A	Comment
5.1 Land Uses and Activities <i>Objectives</i> a) <i>Integrate land use with public transport including the location of more intensive business activity and development to within reasonable walking distance of Sydney Olympic park Railway Station and any proposed bus routes.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The subject site has a frontage to Uhrig Road and is within walking distance to local public transport links.
b) <i>Limit more intensive land uses to within a reasonable distance from Edwin Flack Ave and Uhrig Rd.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c) <i>Focus a range of local retailing and services and a central park at the junction of Carter St and Uhrig to maximise the convenience and viability of local shops and facilities.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No retail element is proposed at this stage but may be implemented (subject to further approval from Council) in the future.
d) <i>Concentrate street based activity along Uhrig Rd as a means of providing an active public domain and thereby creating an area with transport nodal and environment suited to pedestrians and public transport users.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The majority of the existing Uhrig Road elevation is to be retained "as is", with little by the way of an active frontage.
5.1.1 <i>In addition to the range of land uses permitted within the zone, other conforming land uses identified in the LEP may be undertaken generally within 200 metres of Uhrig Rd, the coach parking area adjoining old Hill Link and Edwin Flack Ave subject to the achievement of transport performance outcomes.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to Clause 25D of the Auburn LEP 2000 assessment above. The proposed development is permissible and the location of the subject site dictates that other land-uses, such as commercial premises, are applicable.
5.1.2 <i>The office component and entrances of any future development is to address the primary street frontage to promote an element of security. Development facing Edwin Flack Ave. and Uhrig Rd. must contain floor to ceiling levels suitable for normal commercial uses.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed refurbished office area is to address Carter Street with a minor wrap around element to the corner with Uhrig Road.
<i>Developments must contain floor to ceiling levels suitable for formal commercial uses.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed floor-to-ceiling heights of the refurbished office area are suitable for commercial uses.
<i>Developments must contain floor spaces suitable for occupation on each level of the building at least 18 metres from face of the building fronting the street.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The office areas are to be 15 metres (ground-floor) and 25 metres (first-floor) deep. This is considered acceptable.
5.1.3 <i>Land uses adjacent to public transport should integrate with that facility.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are public transport facilities in close proximity to the development site.
5.1.4 <i>Any catering, entertainment or recreational facilities forming part of a development should address the street frontage and be available for use by the public.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No such uses form part of the proposed development.
5.1.5 <i>Any retailing other than from a shop or refreshment room is to be ancillary to the primary purpose for which the site is used, and shall include only those products manufactured on site, if any.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No retail element is proposed as part of the use under this application.
<i>The sales area is not to exceed 5% of the total GFA of the building.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5.1.6 <i>The operational aspects of any future development are not to conflict with the use of the Sydney Olympic park facilities.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As detailed above, Sydney Olympic Park Authority have advised that the proposal will not have any significant impact on its facilities.
5.1.7 <i>Development proposals for sites which address either side of Uhrig Rd are to be planned and designed in an integrated manner.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development involves minimal change to the existing Uhrig Road elevation.
5.1.8 <i>A "Public Domain Integration Plan" is required for sites on either side of Uhrig Rd. This plan is to address the public domain design and treatment of the entire street and proposed park, from Edwin Flack Ave through to Carter St.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Were the application recommended for approval, relevant conditions would be included in any consent for the upgrade of the surrounding public domain. Given the scale of works, this would be considered acceptable and a Public Domain Integration Plan would not be required until the site was redeveloped.
<i>This plan is to be prepared as part of the first major DA to affect Uhrig Rd and will be prepared in consultation with SOPA/Council.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
5.2 Floor Space Ratio Objectives a) <i>The overall intensity of development must be commensurate with the transport constraints and objectives of the wider Homebush Bay area while sufficient to encourage redevelopment in accordance with the vision and the planning objectives for the precinct.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development will result in a negligible increase in floor area as a result of the extension of the existing main pedestrian access and stairwell.
5.2.1 <i>Maximum FSR = 1.5:1.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The floor space within the building shall increase from the existing 6,696sqm (FSR of 0.53:1) to 7,113sqm (proposed FSR of 0.56:1).
5.2.2 <i>The office component of light industries, high tech industries and the like shall not exceed 80% of the GFA.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed office areas occupy a total of 25% (1,805sqm) of the total building floor space.
5.3 Workplace Travel Management Objectives a) <i>Ensure that employment generating uses establish work place practices which provide practical and passive mechanisms to facilitate and encourage walking, cycling and the use of public transport.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Workplace Travel Management objective as facilities such as bicycle storage and shower/changing rooms are to be provided and a workplace travel plan is to be prepared and implemented prior to the occupation of the building.
5.3.1 <i>Employment generating developments must provide:</i> <ul style="list-style-type: none"> • <i>Weather protected bike storage and appropriate associated shower and change rooms;</i> • <i>Safe and convenient on-site pedestrian movement networks;</i> • <i>Direct walking and cycling connections to the street;</i> • <i>Weather protection for external waiting areas.</i> 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	External and internal bicycle storage areas are provided along with showers and change rooms. The existing (limited) pedestrian network shall be retained. An awning for weather protection shall be provided to the area immediately adjoining the new main pedestrian entry to the building.
5.3.2 <i>Prior to or as a consequence of occupation of a building, a Workplace Travel Plan is to be adopted by the occupier that is relevant to the size and nature of the organisation or business and which may contain:</i> <ul style="list-style-type: none"> • <i>Incentives for non-car journeys to work or car sharing;</i> • <i>Teleworking or other practices that reduce the need to travel to work wherever suitable and appropriate;</i> • <i>Flexible work arrangements, where appropriate, to reduce the need to travel in the peak hours;</i> • <i>Up to date information on public transport services and timetables including contact details of public transport agencies;</i> • <i>Details of cycle routes to the site from main regional networks;</i> • <i>Courier and delivery management practices which minimise the number of trips made by suppliers or in the transport of goods and services from the site;</i> • <i>Practices to minimise or better organise business travel by car;</i> • <i>Methods to encourage employees to adopt more sustainable practices of transport and travel.</i> 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Statement of Environmental Effects submitted with the application states a Workplace Travel Plan shall be prepared and adopted upon occupation of the building. This is to be reinforced by a condition in any consent, requiring the plan be prepared (with a copy submitted to Council for information) prior to occupation of the building.
Part 6 Site Planning, Building Form and Design				

Requirement	Yes	No	N/A	Comment
6.1 Building Orientation and Street Setbacks <i>Objectives</i> a) Create an enhanced image for the precinct with a legible and locally distinctive environment and a public domain that encourages walking and public transport use through street activity and amenity. b) Ensure that buildings address the street, establish a legible street pattern and an effective building to street relationship. c) Ensure that setbacks are provided which establish and maintain the visual continuity of the street. d) Enhance the interface between new developments, surrounding land uses and the public domain. e) Provide for adequate sight lines for vehicles accessing the site to ensure traffic safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal will result in a distinctive environment and active street networks. The proposed office area upgrade provides for a better presentation to Carter Street. The Existing Uhrig Road elevation shall remain largely as is. Existing setbacks shall be maintained. Should the application be recommended for approval, a condition can be included in any consent for public domain upgrades to the frontages to Carter Street and Uhrig Road. Existing sightlines for motorists are maintained.
6.1.1 Buildings addressing the street frontage are to be generally aligned parallel with that boundary.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The existing building alignment shall be retained.
6.1.2 Building setbacks from street boundaries (refer to map at page 22 of DCP for clarification): • Hill Rd and Birnie Avenue = between 5 and 8 metres; • Edwin Flack Ave or adjoining coach parking area = maximum 3 metres; • Carter Street = between 10 and 15 metres; • Uhrig Street = maximum 3 metres; • Any new streets within specific sites = merit assessment.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Barring the negligible proposed extension of the main pedestrian entry and stairwell (to be level with the office area) no changes to the existing setbacks are proposed.
6.1.3 Building should address at least 65% of the street frontage.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As existing.
6.1.4 Sufficient side setbacks should be provided to ensure reasonable solar access for occupants of adjacent buildings and recreational areas. Nil setbacks to side boundaries only permitted where such a design response will not impact on streetscape or adjacent land uses.	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	Barring the negligible proposed extension of the main pedestrian entry and stairwell (to be level with the office area) no changes to the existing setbacks are proposed.
6.1.5 Minimum setbacks on corner blocks are to enable sufficient traffic sight lines in accordance with Australian Standards.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As existing. The new office area is proposed to be constructed within the existing footprint.
6.1.6 Buildings on wide shallow sites on Hill Rd may adopt a form where parking and servicing is provided from a central courtyard provided the buildings address min 60% of street frontage as well as providing active uses to street.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This provision does not apply to the subject site which is located on the corner of the intersection between Carter Street and Uhrig Road.
6.2 Building Form and Height <i>Objectives</i> a) Ensure that floor space and building mass is distributed within sites such that the scale of the new buildings reinforces streetscapes by defining corners, edges, activity nodes and gateways within the Precinct. b) Respect the visual primacy of the Sydney Olympic Park facilities in the locality and provide an appropriate setting for the Park's stadia and in particular, the view lines and corridors between the Sydney Olympic Park facilities and M4 motorway. c) Ensure that the scale of new development is consistent with the Development Framework Plan.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed development is considered to be consistent with the Building Form and Height objectives as it is largely to retain the existing building form "as is" and where changes are proposed, increased building height is to comply with requirements and impacts negligible.

Requirement	Yes	No	N/A	Comment
<p>6.2.1 Development should:</p> <ul style="list-style-type: none"> • Be compatible with the scale, bulk and height of the potential development of surrounding sites as established in the Development Framework Plan. • Make a positive contribution to the skyline of Homebush Bay and to the streetscape as viewed from all street frontages and from other public locations. • Respect and respond to view lines to and from the Sydney Olympic park facilities from surrounding vantage points as shown on the Visual Structure Map. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The overall built form of the existing building is not to be significantly altered. The general scale, bulk and form are to be retained "as is". This includes the new office area of the building, proposed to be built within the footprint of the existing office area. The exception to this is the northern section of the warehouse, the roof of which is to be raised to 13.5 metres (from 9.8 metres) to accommodate the installation of an automated gantry and crane system for the storage and movement of cable drums. The increase is considered to have a negligible impact upon skyline and existing views.
<p>6.2.2 The general height of buildings within the Carter St Precinct is 17 metres, however:</p> <ul style="list-style-type: none"> • Building fronting Edwin Flack Ave may be up to a height of 25 metres subject to the preservation of significant view lines to the Sydney Olympic Park facilities but must be a minimum height of 13 metres. • Buildings within 25 metres of the gateways to the precinct may be of a height up to 33 metres (as shown on Height and Setback map on page 22 of DCP). 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The existing building and the proposed raised roof of the northern section of the warehouse comply with the 17 metre height limit. The proposed raised section is to be increased in height from 9.8 metres (existing) to 13.5 metres.</p> <p>The site does not front Edwin Flack Avenue and is not located in a gateway/landmark position as identified by Figure 7 – Development Framework Plan.</p>
<p>6.2.3 Any variation to height must demonstrate that the proposed building:</p> <ul style="list-style-type: none"> • Will respect and respond to the significance view lines to and from the Sydney Olympic Park facilities from identified vantage points shown on the Visual Structure Map. • Will make a positive contribution to the skyline of Homebush Bay and to the streetscape, as viewed from all street frontages and from other prominent public locations. • Is otherwise compatible with vision objectives and design principles within the DCP. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposal does not require a variation to the 17 metre height limit.
6.2.4 Roof mounted plant rooms, lift over-runs, air conditioning services and other equipment must be effectively screened from view using roof structures and architectural elements designed as an integral part of the building.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No such rooftop plant facilities are proposed.
6.2.5 Building alongside entrances to the Precinct from Sydney Olympic Park should be articulated from surrounding buildings by their roof form and generally distinctive, incorporating high quality architectural design.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development site is not positioned in a precinct gateway location.
6.2.6 The design of new buildings must take into account views enjoyed from the M4 motorways, the Sydney Olympic Park facilities and the Millennium Markers, the visual primacy of the Sydney Olympic Park facilities and the quality of views enjoyed from surrounding vantage points.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed raising of the northern section of the warehouse will comply with building height requirements and not affect existing views from the M4 Motorway to Sydney Olympic Park.
6.2.7 Buildings located on the axis of a street should be designed to terminate the vista along that street.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The overall existing built form is not to be significantly changed.
6.2.8 Buildings located at street intersections are required to establish a built form that emphasises and encloses that junction whilst maintaining the amenity of the public domain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The overall existing built form is not to be changed. The new office elevation (with minor wrap around corner element) will provide some limited emphasis of the eastern side of the Carter Street/Uhrig Road intersection.

Requirement	Yes	No	N/A	Comment
<p>6.2.9 Buildings along Hill Road should respect its gateway status and are required to:</p> <ul style="list-style-type: none"> • Incorporate innovative building design, complementing the visual significance of these sites in relation to Sydney Olympic park facilities; • Maintain or create views to the Millennium Markers if feasible; • Maintain views extending westward from the site towards the Newington Village and parklands. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site is not located on Hill Road.
6.2.10 Applications for major development applications (as determined by Council) will be referred to the Design Review Panel for consideration.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Council does not currently employed a formal design review panel.
<p>6.3 Car Parking Location and Design Objectives</p> <p>(a) Ensure that surface car parking on sites does not dominate the streetscape and views from the public domain.</p> <p>(b) Encourage the integration of on-site parking and related structures with the landscaping of the site and the design of buildings.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Car Parking Location and Design objectives are not relevant to the proposed development as existing site conditions are to be maintained. A large area of car parking to the front of the building facing Carter Street is to be retained in a refurbished layout.
6.3.1 No car parking shall be located within setbacks from the street frontage however a maximum of 20% of the setback area may be used for parking on Carter Street.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The majority of on-site parking is located forward of the building to the Carter Street frontage. This is an existing condition.
<p>6.3.2 A minimum width of 2.5 metres of landscaping is to be provided surrounding car parking and outdoor storage areas.</p> <p>Large car parking areas are to be broken up using landscape zones.</p> <p>Car parking is to be located so as to integrate with the landscaping and provide a harmonious design for the site.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Existing areas of soft landscaping surrounding the existing car parking areas are proposed to be retained and refurbished with new plantings.
<p>6.4 Design for ESD Objectives</p> <p>(a) Ensure that buildings are designed for long term adaptability, in order to accommodate different uses over time.</p> <p>(b) Ensure that building design and construction materials reduce energy consumption for artificial heating, cooling and lighting.</p> <p>(c) Minimise the operational energy use within buildings.</p> <p>(d) Encourage energy efficient and low emission building servicing and high quality internal environments.</p> <p>(e) Implement means to minimise the use of water and to utilise storm and other waste water within the precinct to the maximum extent possible.</p> <p>(f) Utilise SOPA wastewater management systems</p> <p>(g) Ensure that the future development of the precinct supports principles of waste minimisation and efficient use of resources through adaptability, redevelopment, renewal and reuse.</p> <p>(h) Minimise impact of development on the natural environment, including waterways and soils.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>As the proposal relates to the refurbishment and fit-out of an existing, old industrial building the scope for sustainable building design and providing comprehensive sustainable features is limited.</p> <p>However, an ESD Report has been submitted with the application which identifies sustainable features such as energy efficient lighting and air conditioning and a solar boosted hot water system.</p> <p>If the application was recommended for approval, a condition could be included in any consent for a detailed ongoing waste management plan to be prepared prior to occupation of the building, and for water and energy efficient fixtures and fittings to be implemented throughout the building.</p>

Requirement	Yes	No	N/A	Comment
<p>6.4.1 An ESD Summary Report is required for all DAs for new or substantially refurbished buildings over \$500,000.</p> <p>The ESD Report is to demonstrate the integration of sustainable design, energy efficiency buildings within the Carter St Precinct.</p> <p>The Report is to address the objectives, performance criteria and development standards of the DCP and requirements of the SEDA Building Greenhouse Rating.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A rudimentary Ecologically Sustainable Development statement, prepared by Custance Associates Ltd and dated 10 May 2010, is submitted with the application. It identifies only a few basic sustainable provisions to be implemented and does not examine a green building rating. If the application was to be recommended for approval, a condition could be included in any consent for a detailed ESD Report prepared by a suitably qualified consultant and addressing the relevant DCP and industry standards, be provided prior to occupation of the building.
<p>6.4.2 The SEDA Building Greenhouse Rating must incorporate the following:</p> <ul style="list-style-type: none"> • Evidence that a Commitment Agreement Document has or will be entered into with SEDA specifying how the 4.0 star rating will be achieved. • An independent energy assessment report that follows the guidelines in SEDA's Australian Building Greenhouse Rating Scheme Design, Energy Efficiency Review. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Ecologically Sustainable Development Report does not identify the overall rating or building performance. Refer to above.
<p>6.4.3 Fine grain subdivision of land and strata titling should be avoided.</p> <p>Design buildings to maximise flexibility for a range of uses.</p> <p>A "life cycle assessment" outlining the capabilities of any new or refurbished building for adaptive re-use must form part of the ESD Summary Report.</p> <p>The assessment must address design features which will enable re-use and the suitability of materials for their extended life of the building use, having regard to ESD principles.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No subdivision is proposed.</p> <p>The floor plates allow for flexibility of future use.</p>
<p>6.4.4 Where possible, windows should be oriented towards the north.</p> <p>External horizontal; shade devices such as awnings and eaves should be used to shade north facing windows.</p> <p>Windows facing east and west should be minimised, and be shaded by vertical shade devices.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Limited opportunity exists to provide additional glazing to the northern elevation due to the operational requirements and existing building layout (office area located to the south).
<p>6.4.5 Office areas should, where possible, be within 12 metres of an external window or internal atria to encourage natural lighting.</p> <p>Opportunities for natural lighting and ventilation should be maximised where possible through the use of atriums, courtyards or other means.</p> <p>The placement and size of windows should ensure maximum use of natural lighting.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The refurbished office areas are to be approximately 6.5 metres (ground-floor) and 10 metres (first-floor) in depth as measured from the glass-line to Carter Street.</p> <p>The increase in glazing to the office elevations will increase natural lighting to internal areas.</p>
<p>6.4.6 Lighter, reflective colours are to be used on external walls to reduce heat gain in summer.</p> <p>Materials are to be used which have a high thermal mass inside the building in north facing rooms and in balconies shaded from direct summer sun.</p> <p>Insulation should be used in walls and roofs to minimise heat escaping.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate materials and finishes are proposed, which will improve the thermal performance of the existing building.
<p>6.4.7 Landscaping should be utilised to reduce summer heat gain, by controlling sun penetration and shading the building and outdoor spaces, without reducing solar access in winter.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Existing vegetation, including several large trees, adjoins the building and provides natural shading. Where possible, significant vegetation shall be retained.

Requirement	Yes	No	N/A	Comment
6.4.8 If required, air conditioning should be used in conjunction with natural ventilation systems. Air conditioning units should be energy efficient, well insulated and able to be switched off when not in use. Low energy lighting should be selected. Low energy appliances are used where available.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The ESD report submitted with the application identifies that zoned air conditioning shall be used in office areas and only in use when the area is occupied and energy efficient lighting is to be used. A relevant condition to this regard can be included in any consent, should the application be recommended for approval.
6.4.9 Redevelopment of the site and/or buildings must utilise recycled water for non-potable purposes. If this is not technically feasible, measures to minimise potable water usage and to utilise stormwater and other wastewater within the precinct must be investigated and adopted. Water efficient appliances must be installed.	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Rainwater tanks for reuse in washing down and irrigation and water efficient fixtures and fittings are proposed.
6.4.10 Information to be submitted with the DA for demolition and construction illustrating the objectives of waste minimisation and recycling of materials will be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A condition requiring detailed Waste Management Plans can be included in any consent, should the application be recommended for approval.
6.4.11 Stormwater runoff should not exceed pre-development levels. Gross pollutant traps or other suitable devices should be used to minimise pollutants.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	The existing stormwater drainage system is to be upgraded and refurbished as necessary.
6.4.12 A sediment control plan is required to be submitted with all DAs for demolition, excavation, trenching and building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A suitable erosion and sediment control plan is submitted with the application, which proposes relevant practices.
6.5 Building Facades and External Treatments Objectives (a) Ensure that the type of building materials and external finishes reinforce the desired future character of the Carter St Precinct as a high quality, high profile employment area. (b) Ensure that building appearance, as viewed from, and in the context of the Sydney Olympic Park facilities, the surrounding street network and other public vantage points is of high visual quality, and enhances the streetscape. (c) Ensure that buildings fronting existing streets are compatible with the character and form of those streets and provide casual surveillance to encourage walking, cycling and public transport use. (d) Provide for the safety and security of occupants and visitors to the site, surrounding areas and the public domain.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed development is considered to be consistent with the Building Facade and External Treatments Objectives as the new office area of the building will feature an improved facade consisting of glazed elements, high-quality materials and finishes and greater visual interest than the existing building.
6.5.1 The building materials, architectural details and external appearance of new buildings facing Edwin Flack Ave are to address this significant frontage and establish a compatible relationship with the Olympic facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The subject site does not have a direct frontage to Edwin Flack Avenue or Sydney Olympic Park.
6.5.2 Building facades should be modulated and articulated by architecturally expressing structural elements of the building incorporating: • Balanced horizontal and vertical proportions; • Well proportioned windows and other openings that allow street surveillance; • Architectural features at ground level, giving an entrance element to the building; • Balanced projecting and recessed elements, giving a rhythm to the building; • High quality materials and finishes; • Features that respond to the street.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed new office area facade incorporates horizontal and vertical elements, an entry feature and improves the appearance of the existing building to the main frontage (Carter Street).
6.5.3 Long expanses of blank walls are to be avoided on the street and pedestrian frontages of buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed new office area facade improves the appearance of the existing building to the main frontage and for a section of the Uhrig Road elevation. Otherwise the Uhrig Road elevation is largely to be retained as is.

Requirement	Yes	No	N/A	Comment
6.5.4 <i>Where buildings front the street or other public spaces, the facade should contain windows allowing passive surveillance of surrounding outdoor areas.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed new office area facade features an increase in glazing which provides for casual surveillance to Carter Street.
<i>Highly reflective glazing should not be used and obscured or concealed spaces abutting the public domain are to be avoided.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Relevant conditions regarding reflectivity of glazing can be included in any consent, should the application be recommended for approval.
6.5.5 <i>Shops and other buildings are to incorporate and awning over the footpath.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As existing setbacks are maintained, an awning over the surrounding footpaths is neither proposed nor required.
6.6 Public Domain Improvements				
(a) <i>Provide public spaces and through site linkages, facilitating pedestrian movement through the Carter St Precinct as part of the redevelopment of key sites.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As detailed earlier, public domain works would be limited to upgrades to existing surrounding streets of Carter Street and Uhrig Road. If the proposal was recommended for approval, conditions would be included in any consent requiring new footpaths, landscaping and street furniture as necessary.
(b) <i>Implement aspects of the Public Domain Improvement Plan for the Carter St Precinct.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(c) <i>Integration of pedestrian links within the landscape elements of the Precinct.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(d) <i>Provide secure pedestrian environments that encourage walking, public transport usage and comfort.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6.6.1 <i>Permanent public pedestrian access links are to be provided in accordance with the Pedestrian Linkages Map. The links are to be designed to invite public use by:</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As the site is not being redeveloped, there is no opportunity to create new precinct pedestrian links.
• <i>Providing as direct a visual connection and pedestrian route across the site as possible;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• <i>Providing a min public corridor width of 8 metres and minimum footpath width of 2 metres;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• <i>Being defined on both sides by buildings with windows and ideally entrances;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• <i>Incorporating appropriate signage and avoiding gates or thresholds which discourage pedestrians;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• <i>Providing adequate lighting at night;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• <i>The incorporation with roads if possible;</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• <i>The avoidance of concealed spaces.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6.6.2 <i>The creation of complementary pedestrian spaces is also encouraged to improve and benefit the pedestrian network.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development does not provide scope for new pedestrian spaces.
6.6.3 <i>The developer of adjacent land along all public roads shall provide a pedestrian pathway which meets Council specifications.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions would be included in any consent requiring new footpaths be provided to Carter Street and Uhrig Road.
6.6.4 <i>Street trees shall be planted along the verges of public roads by the developers of adjacent land in accordance with the Public Domain Improvement Plan.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions would be included in any consent requiring new street trees be provided.
<i>Details are to be included in the landscape plan showing the pathway design and street planting.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6.6.5 <i>If coach parking areas on Edwin Flack Ave. are to remain in the current location they are to be bounded on all sides with a public street incorporating a roadway and footpath on the opposite side, subject to topographic constraints. Development is to front these new streets and meet the requirements for building setbacks and external finishes.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development site does not adjoin existing bus parking areas and the proposed development does not affect any such areas.
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6.6.6 <i>Private and public landscaped areas along street frontages shall be as specified in Council's landscape requirements.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions would be included in any consent requiring landscaping to be provided in accordance with Council requirements.
6.6.7 <i>A public space shall be provided at the western side of Uhrig Rd at the intersection of Carter St to provide a physical and visual focus for the precinct.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site is located on the eastern side of the Carter Street/Uhrig Road intersection.

Requirement	Yes	No	N/A	Comment
6.6.8 Consideration to be given to locating shops, including cafes and the like as well as a bus stop, public telephone, post box and the like, surrounding or associated with this public space to create a community identity. Outdoor eating and seating extending into the landscaped area should be encouraged.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Such facilities are not proposed under this application.
6.6.9 A precinct entry and gateway response is required at Hill Rd and Birnie Ave between Carter St and Parramatta Rd in association with SOPA/Council.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site is not located in a precinct gateway location and no such treatment is proposed.
6.7 Landscape Design Objectives (a) Enhance the appearance of the Carter St Precinct through the use of landscaping consistent with the variety of built forms that will exist and the setback objectives. (b) Ensure that landscaping is considered as an integral part of the overall design strategy for future development in the Precinct. (c) Provide streetscapes that are conducive to walking to provide for casual street surveillance from adjoining buildings. To provide opportunities for open space, landscaping and outdoor recreation areas, accommodating the needs of all site users and relating to the function of the development. (d) Integrate a mix of soft and hard landscaping techniques depending upon the alternate uses and functions of particular sites. (e) Ensure adequate landscaping as a potential means of screening visually obtrusive industrial land uses or elements. (f) Encourage the retention of existing vegetation in the Carter St Precinct. (g) Ensure that the land abutting Haslams Creek is landscaped in a manner that is consistent with the improvements being undertaken along the creek line by the OCA. (h) Enhance the appearance and alternate use of any bus coaching areas.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Landscaping is limited to the setbacks of the building and vehicular manoeuvring areas along the northern, eastern, southern and western boundaries. While some landscaping is to be removed to facilitate the proposed development, some trees and areas of soil, the majority of the landscaped areas shall be retained. An upgrade of the plantings within these areas is proposed, which will improve the appearance of the site.
6.7.1 DAs are to include a Site Analysis which identifies any significant vegetation, specimens of indigenous trees and other vegetation communities, both on the development site and on adjacent land. All existing vegetation should be retained wherever possible.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	A landscape plan identifying existing and proposed vegetation is provided. Where possible, existing significant trees will be retained. Removal of some existing trees is necessary and an arborist report in support of the removals is provided with the application.
6.7.2 Where new buildings are proposed, a landscape plan prepared by a qualified person is to be submitted with the DA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Landscape plans prepared by Eco Design accompany the application.
6.7.3 Landscaping associated with the development must accord with the Public Domain Improvement Plan and appropriate works in the public domain will be required to be undertaken adjoining the subject property. All landscaping in or abutting the public domain is to avoid foliage between 0.4 and 1.8 metres above ground level.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	The upgrade and refurbishment of the existing landscaping is considered acceptable. Relevant public domain conditions can be included in any consent, should the application be recommended for approval.
6.7.4 An area is to be provided for outdoor staff recreation areas being appropriate to the needs of the particular premises and incorporating adjacent open space or natural areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No staff recreational area currently exists and there is limited opportunity to provide such. Sufficient internal staff amenities are provided within the building.
6.7.5 Fencing is to be integrated as part of the landscaping scheme so as to ensure the minimisation of visual impacts associated with the site security measures. Front fencing to be no greater than 0.4 metres above finished ground level of the street.	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	No fencing is proposed under this application.

Requirement	Yes	No	N/A	Comment
6.7.6 <i>The design of landscape areas on the boundaries adjoining the Sydney Olympic Park facilities shall be integrated with the building design to provide a high quality presentation to the Olympic site.</i> <i>All landscaping of streets with an interface to Sydney Olympic Park should complement existing landscaping and be consistent with the AVEDM.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site does not share a common boundary with Sydney Olympic Park.
6.7.7 <i>If any Sydney Olympic Park coach parking is relocated within the precinct, it is to be landscaped with advanced deciduous canopy trees at spacing that will ensure the establishment of a linked canopy around the perimeter of the parking area and the maximum possible canopy within the parking area.</i> <i>Pedestrian circulation and waiting areas are to be provided with high quality paving and shelter structures.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No bus parking is to be relocated within the precinct as a result of this application.
6.7.8 <i>The future development of sites along Hill Rd is to incorporate the remediation and landscaping of any land that abuts Haslams Creek. Applications are to liaise with Council/OCA to determine their specific landscaping requirements to be addressed in the DA.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site does not adjoin Hill Road.
6.8 Advertising Signs and Structures Objective <i>(a) Provide a coordinated signage language throughout the public and private domain, which is distinctive, memorable and aesthetically pleasing.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed signage is provided in a coordinated manner and is of suitable quality and is thus considered to be consistent with this Objective.
6.8.1 <i>Advertising signs are to be limited to identifying the user/tenant of the building by their name, logo or trademark. No illustrative advertising of products or services is permitted.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Signage is limited to identifying the proposed tenant of the building (Energy Australia) by name and logo. No illustrative advertising is proposed.
6.8.2 <i>Signs are to be clear, concise and static. Flashing or moving displays are not permitted.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions could be included in any consent in regards to such signage content.
6.8.3 <i>Illumination of signs shall not cause nuisance or annoyance to pedestrians, vehicles or adjoining residential properties.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions could be included in any consent in regards to illumination.
6.8.4 <i>Signs must be placed so that they do not obscure vehicular sight lines and vehicular control signs.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Proposed signage is largely low-level or affixed to building elevations and thus will not affect sight lines.
6.8.5 <i>Non illuminated signs are to use reflective material for typography and directional arrows.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions could be included in any consent in regards to reflective materials.
6.8.6 <i>Signs are permitted on the street elevation only and should be integral with the building or within the landscape zone not higher than 2.4 metres above ground. These signs shall not have a sign face area greater than 4 metres.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to non-compliance discussion below.
6.8.7 <i>Signs should not be placed above the roofline or parapet, whichever is the lower of the building.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No signage is proposed to be located above the parapet of the building.
6.8.8 <i>Signs shall be used to identify major allotments and the main tenants within them. The basic form is designed to complement the form adopted for signs within the Public Domain.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed signage will identify the sole occupant (Energy Australia) of the building.

Requirement	Yes	No	N/A	Comment
6.8.9 <i>Building or occupant identification signage attached to buildings should be well designed and located so as to complement the architecture and structure of the host building. Such signs should not obstruct architectural features, be applied with a minimum projection from the building, not protrude above the skyline and convey the message clearly. Position and design of signage should be considered at the DA stage.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed building elevation signs are to be suitably located, designed and will complement existing building features.
6.8.10 <i>Generally one identification sign is to be provided. More than one may be used where a site has more than one vehicle entry, on different sides of the building or where the nature of the site and adjacent roads require more than one sign for adequate identification.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple signs are proposed, mainly located near vehicular access points and entries to the building.
6.8.11 <i>All new signage or identification on buildings or land fronting Edwin Flack Ave should be consistent with the Sydney Olympic Park Guidelines for Outdoor Advertising, Identification, Event and Promotional Signage.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site does not have a frontage to Edwin Flack Avenue.

Summary of non-compliances/variations to Carter Street Precinct Development Control Plan

Part of the Integrated Transport Objectives under Part 2 (c) of the DCP is to ensure development is compatible with the existing and planned carrying capacity of the surrounding road network. Given both the size and frequency of the service vehicles proposed to be used in association with the proposed development, this cannot be said to be the case in this instance.

Clause 4.3.2 of the DCP states that a central median to facilitate pedestrian crossings and provide for tree planting, is to be provided as part of the public domain improvements within Uhrig Rd. Council's Engineering Department has also indicated that this is part of a future works plan for the locality. However, the information provided with the development application identifies that the custom 23 metre long vehicle associated with the proposed use would be required to cross into the oncoming lane of traffic to make the exiting turn from the site into Uhrig Road. Effectively, the approval of the proposal and the use of such trucks would limit the future development of the intersection, or conversely the future creation of a central median in accordance with the DCP and a Council works plan would inhibit the use of such a truck and render the operation inoperative as the custom vehicle is specifically required to transport the main article (cable drums) to be warehoused at the site.

Clause 6.8.6 requires signage within landscaped areas to be a maximum of 2.4 metres in height. As detailed above, a 3 metre high pylon sign is proposed within the landscaped area adjoining Carter Street to the main frontage of the building. Were the application to be recommended for approval, a condition would be included in any consent requiring the said sign to be no higher than 2.4 metres as measured from the adjoining natural ground level. The 2 other signs proposed for landscaped setbacks to the Carter Street and Uhrig Road frontages are to be 1.5 metres high and thus comply with the requirement.

Industrial Areas DCP

As the subject site is zoned 4(e) Homebush Bay Enterprise, the provisions of Council's Industrial Areas DCP apply. However, as a precinct specific DCP has been adopted, it is to take precedent over the generic industrial plan. Therefore, a detailed assessment of this plan is not considered necessary.

Parking and Loading DCP

The relevant requirements and objectives of the Parking and Loading DCP have been considered in the following assessment table:

Requirement	Yes	No	N/A	Comments
1.0 Off Street Parking Requirements Objectives <i>a. To ensure that an acceptable level of parking is provided on site to minimise the unreasonable overflow of parking onto surrounding streets.</i> <i>b. To provide for the reasonable parking needs of business and industry to support their viability, but discourage unnecessary or excessive parking.</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>The proposed development is considered to be consistent with the Off Street Parking Requirements Objectives as a suitable amount of off street parking is proposed to accommodate the proposed development.</p>
D1.1 All new development to provide off-street parking in accordance with Table H-1.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Based on the 4,988sqm of warehouse (17 spaces at DCP rate of 1 space per 300sqm GFA), 320sqm of factory (workshops – 4 spaces at DCP rate of 1.3 spaces per 100sqm GFA) and 1,805sqm of office space (45 spaces at DCP rate of 1 space per 40sqm GFA), the total parking requirement of the proposal is 66 spaces. A total of 67 car parking spaces are proposed. Note: the additional loading area to the east of the building is not included in calculations as it is not fully enclosed (open wire mesh instead of walls to the northern and southern elevations).
D1.2 Any over provision of parking (including associated enclosed aisles and enclosed access areas) is not accepted and included in FSR calculation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No major over provision of parking is provided.
D1.3 That in circumstances where a land use is not defined by this plan, the application shall be accompanied by a detailed parking and assessment prepared by a suitably qualified professional which includes: <ul style="list-style-type: none"> • A detailed parking survey of similar establishments located in areas that demonstrate similar traffic and parking demand characteristics; • Other transport facilities included in the development; • Anticipated traffic generation directional distribution and nature of impacts expected; • An assessment as to whether the precinct is experiencing traffic and on-street parking congestion and the implications that development will have on existing situation; • An assessment of existing public transport networks that service the site, particularly in the off-peak, night and weekend periods and initiatives to encourage its usage; • Possible demand for car parking space from adjoining localities; • Occasional need for overflow car parking; • Requirements of people with a limited mobility, sensory impairment. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed uses are suitably defined and identified under Table H-1.
2.0 Loading Objectives <i>a. To ensure that all development proposals for industry and business are adequately provided with appropriate loading and unloading facilities.</i> <i>b. To prevent industrial and business development giving rise to adverse impacts associated with truck and service vehicles being parked off-site.</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>The proposed development is considered to be consistent with the Loading objectives as a suitable number of accessible loading areas are proposed to service the use.</p>

Requirement	Yes	No	N/A	Comments
D2.1 That loading bays for trucks and commercial vehicles shall be provided in accordance with Table H-2.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Based on the 5,308sqm of industrial floor space (warehouse and workshops – at DCP rate of 1 per 800sqm GFA) and the 1,805sqm of commercial floor space (office – at DCP rate of 1 per 4,000sqm GFA), the total loading areas requirement of the proposal is 8 bays. A total of 9 designated loading areas are proposed, with space within the warehouse for more, should operations require.
D2.2 Loading/unloading areas shall be provided in accordance with AS2890.2.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions could be included in any consent requiring all loading areas comply with Australian Standard AS2890.2.
D2.3 Identify likely service vehicle sizes accessing the site and shall provide service vehicle spaces in accordance with Table H-3.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Service vehicles are identified as utilities, vans and medium and heavy rigid vehicles. If the proposal was recommended for approval, relevant conditions could be included in any consent requiring all loading area dimensions to comply with Table H-3 for the respective vehicle. The custom 23 metre service vehicle is not classified however the Traffic Impact Statement identifies that suitable area is provided in the external loading area.
D2.4 The layout of the service area shall be designed to facilitate operations relevant to the development and to this discourage on-street loading and unloading.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed layout of loading areas is suitable and relevant conditions prohibiting loading from non-designated areas such as surrounding streets could be included in any consent, were the application recommended for approval.
D2.5 Service area shall be a physically defined location which is not used for other purposes such as the storage of goods and equipment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions requiring the physical delineation of loading areas could be included in any consent.
D2.6 Separation of service vehicle and car movements shall be a design objective.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Given that the proposal is to largely utilise existing conditions of the site in regards to access and parking, total separation of service and private vehicles is not possible.
D2.7 All vehicles are to enter and leave the site in a forward direction.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Swept path analysis of service vehicle movements suggest all vehicles (including the 23 metre long vehicle) can enter and leave in a forward direction. The impact of this on the surrounding traffic network (due to the fact the largest vehicle will have to cross the centre medians of Carter Street and Uhrig Road to enter and leave the site) is considered elsewhere in this report.
D2.8 Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Swept path analysis of service vehicle movements suggest sufficient internal roadways are provided.
D2.9 In the case of existing buildings being redeveloped, it may not be possible for all the design principles to be met. However, the applicant shall demonstrate every effort has been made to ensure that public safety is not compromised in any way.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to non-compliance discussion below.

Requirement	Yes	No	N/A	Comments
D3.8 <i>Car parking spaces and areas comply with AS2890 – 1993: Parking Facilities. Parking spaces to have minimum dimension of 2.4 metres. Visitor spaces to have minimum dimensions of 2.6 metres by 5.4 metres.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the proposal was recommended for approval, relevant conditions to ensure compliance with the applicable standards could be included in any consent.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D3.9 <i>Efficient use of car spaces and access ways.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Existing car parking areas are to be retained in a refurbished layout, limiting new design solutions.
D3.10 <i>Innovative solutions used for car parking where site conditions permit.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D3.11 <i>Reduced visual dominance of car parking areas and access ways.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Summary of non-compliances and/or variations to Council's Parking and Loading DCP

Clause D2.9 of the DCP states that it may not be possible for all the design principles of vehicular movements associated with a proposal to be met where existing buildings being redeveloped, but where this is the case, the proposal must not compromise public safety. Council's Engineering Department has raised concerns of the impact of excessively widened driveways proposed and required to accommodate the swept path of the custom 23 metre long service vehicle, on pedestrian safety in Carter Street and Uhrig Road.

Clause D3.6 of the DCP requires driveways be located and designed to minimise loss of on street parking. The proposed development requires the 2 main existing driveways to be widened to accommodate the swept path of the custom 23 metre long service vehicle. This will result in the loss of a number of existing on-street parking spaces in a locality which experiences periods of high demand.

Revised Access and Mobility DCP 2005

The relevant objectives and requirements of Council's Revised Access and Mobility DCP 2005 have been considered in the assessment of the development application. Level access to the building from the adjoining forecourt area and accessible parking space (located conveniently to the main pedestrian access) exists and is to be maintained. Suitable accessible facilities such as communal staff areas, workstations and toilets are provided within the building. A Building Code of Australia Compliance Statement, prepared by Trevor R Howse and Associates and dated 15 February 2010, is also provided and details compliance with relevant provisions.

Further to this, if the application was recommended for approval, a condition could be included in any consent to ensure compliance with the relevant Australian Standards and Building Code of Australia in relation to disabled access. As a result, the application is considered to be consistent with the objectives and relevant requirements of the DCP.

Stormwater Drainage DCP

The relevant objectives and requirements of the Stormwater Drainage DCP have been considered in the assessment of the development application. Suitable stormwater plans and specifications have been submitted to accompany the development application and Council's Development Engineer has raised no objection to the proposed stormwater design subject to the inclusion of appropriate conditions being imposed on any development consent. Thus the application is considered to be consistent with the objectives and relevant requirements of the DCP.

Guidelines for Erosions and Sediment Control DCP

The relevant objectives and requirements of Council's Guidelines for Erosion and Sediment Control DCP have been considered in the assessment of the development application. A suitable Erosion and Sediment Control Plan has been submitted to accompany the development application satisfying the DCP requirements. Appropriate conditions will be imposed on any development consent, should the

application be recommended for approval. Thus the application is considered to be consistent with the relevant objectives and requirements of the DCP.

Auburn Development Contributions Plan 2007

The proposed development would require the payment of contributions in accordance with Part D: Carter Street Precinct, of Council's Auburn Development Contributions Plan 2007. Contributions are collected for traffic management, open space and public domain improvements in the locality and are calculated based on increases to the total office and warehouse/factory floor space of a site. The proposed development, consisting of an increase of 700sqm of office space and a reduction of 283sqm of warehouse/factory space generates a contribution of \$20,813. This figure is subject to indexation as per the Plan.

If the proposal was recommended for approval, relevant conditions could be imposed on any consent requiring the payment of these contributions prior to the issue of any construction certificate for the development.

Disclosure of Political Donations and Gifts

The NSW Government introduced The Local Government and Planning Legislation Amendment (Political Donations) Act 2008 (NSW). This disclosure requirement is for all members of the public relating to political donations and gifts. The law introduces disclosure requirements for individuals or entities with a relevant financial interest as part of the lodgement of various types of development proposals and requests to initiate environmental planning instruments or development control plans.

The applicant did not result in any disclosure of Political Donations and Gifts.

The provisions of the Regulations (E P & A Act s79C (1)(a)(iv))

The proposed development raises no concerns as to the relevant matters arising from the EP& A Regulations 2000.

The Likely Environmental, Social or Economic Impacts (E P & A Act s79C (1)(b))

It is considered that the proposed development will have no significant adverse environmental, social or economic impacts in the locality.

The suitability of the site for the development (E P & A Act s79C (1)(c))

The subject site and locality are not known to be affected by any natural hazards. The locality is known to be affected by high traffic demands and limited access, as reflected by the local provisions of the Auburn Local Environmental Plan 2000 for maximal car parking and traffic. The proposed development requires the use of a customised service vehicle with dimensions of 23 metres (length) by 4.35 metres (loaded width). Such a vehicle would occupy the majority of the carriageway (lanes in both directions) as well as require large splayed driveways to access the subject site. This together with the required frequency of visits by the custom vehicle is considered by Council and the RTA to result in an unacceptable impact on the existing busy traffic network and be to the detriment of existing operations in the locality.

Accordingly, it is considered that the site is unsuitable to accommodate the proposal. The proposed development has been assessed in regard to its environmental consequences and having regard to this assessment, it is considered that the development is unsuitable in the context of the site and surrounding locality given the existing and future road and traffic network and the types of vehicles to be used.

Submissions made in accordance with the Act or Regulation (E P & A Act s79C (1)(d))

Advertised (newspaper) ☐

Mail ☐

Sign ☐

Not Required ☒

In accordance with Council's Notification of Development Proposals Development Control Plan, the development application was not required to be publicly exhibited.

The public interest (E P & A Act s79C (1)(e))

The public interest is served by permitting the orderly and economic development of land, in a manner that is sensitive to the surrounding environment and has regard to the reasonable amenity expectations of surrounding land users. In view of the foregoing analysis, it is considered that the proposed development will affect safety of other road users and pedestrians in the locality and thus is not in public interest.

Crown Development (E P & A Act s116)

The development application is lodged as a Crown Development by Energy Australia (Crown Authority). In accordance with Section 89 – *Determination of Crown Development Applications*, of the Environmental Planning and Assessment Act 1979, the application is to be referred to the Joint Regional Planning Panel – Sydney West with the recommendation of refusal for reasons discussed herein.

Should the Panel endorse Council's recommendation, the application shall be referred to the Minister for Planning for final determination.

Conclusion

The development application has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979.

The proposed development and specifically the requirement to use an oversized service vehicle on a regular basis, is likely to have a substantial detrimental impact upon the surrounding local traffic network and other businesses. Further, advice from Council's Engineering Department and the Roads and Traffic Authority of NSW suggest the proposal should not be supported.

For these reasons, it is considered that the proposal is unsatisfactory having regard to the matters of consideration under Section 79C of the Environmental Planning and Assessment Act 1979, and thus the development application is recommended for refusal.

Attachments

TRIM Reference:

T012368/2010 – Statement of Environmental Effects and Appendices;

T012376/2010 – Development Plans.