

ATTACHMENT 3 – BDCP 2015 COMPLIANCE TABLE

The provisions of the Blacktown Development Control Plan 2015 (BDCP), in particular Part E – Development in the Industrial Areas are relevant to the proposal, as addressed in the following table:

Section	Comment	Complies
Part A		
Car parking	Based on the identified car parking rates of 1 space per 75sqm of GFA for warehouse and 1 space per 40sqm for office, a total of 392 car spaces are required. While Warehouses 1 and 2 contain 278 spaces consistent with these requirements, Warehouse 3 provides 105 spaces. This results in a shortfall of 9 spaces for Warehouse 3. The Traffic Report submitted by the applicant contends that the proposed car parking is satisfactory based on analysis of car parking demand from similar large scale warehouse development. The Traffic Report also states that <i>“the RMS parking criteria for warehouses is 1 space per 300 sqm which equates to 115 spaces for the proposed development, whereas it is proposed to provide a total of 278 spaces and this will be more than adequate for any peak demands. If the floor areas taken up for loading / unloading activity are deducted as the definition for GFA allows, the parking / floor space ratio will be significantly higher.”</i> Based on the above RMS figures, the development offers a surplus of 163 car parking spaces, which is also sufficient to cater for any staff shift changes, should the facilities operate with morning / evening / night shifts. Council’s TMS have reviewed the proposal and also consider the proposed car parking to be satisfactory.	No, but a 9 car space variation is considered acceptable
Part E		
3.1 Minimum subdivision lot size	The proposed two-lot Torrens Title subdivision of the site to create two residual allotments with site areas 44,690 sqm (Lot 1) and 19,050 sqm (Lot 2) is consistent with the minimum lot size of 4,000 sqm.	Yes
3.2 Minimum lot width	The width of Proposed Lot 1 has a width of 154m at the building line, and satisfies the minimum requirement of 50m. This control is not relevant to Proposed Lot 2, which is a battle-axe shaped allotment.	Yes
3.3 Battle-axe shaped allotments	The proposal provides a battle-axe handle of 17.765 m (incorporating a 10 m wide driveway and	Yes

	landscaping on both sides), which is in excess of the minimum 8 m width for a single driveway.	
4.1 Setbacks	The proposal provides a minimum 10 m setback from Huntingwood Drive and in excess of 3 m from the secondary street frontage to Healey Circuit. From the M4 motorway, the main building is setback 20 m, while at-grade car parking is setback 10 m. Suitable side and rear building setbacks are also provided generally in excess of 10 m.	Yes
4.2 Landscaping	The proposal provides for fully landscaped setback areas in accordance with the DCP, with a suitable mix of trees and shrubs to soften the appearance of the development. While a total of 29 established trees are proposed to be removed, this will be replaced with 32 large trees up to 20 m height in maturity with 75L pot sizes. A further 167 medium trees ranging from 6 m to 10 m height in maturity will be planted with minimum pot sizes of 25L.	Yes
4.3 Consideration of adjoining land	The site is not located in proximity to any sensitive land uses including residential areas and therefore will have no adverse amenity impacts. The visual, acoustic and air pollution impacts of the development will be minimised through the employment of high standard design and operation measures and will be compatible with surrounding land uses within the Huntingwood Industrial Estate.	Yes
4.5 Building design and construction	Building facades are constructed of prefinished sheet metal cladding. Façade articulation is achieved through the incorporation of a variety of other building materials including aluminium composite panel wall cladding, powder coated aluminium framed glazing and precast concrete dado walls at the ground level. Awnings and wall signage will provide further façade modulation to create visual interest and avoid minimize the appearance of long, blank walls. The proposed warehouse construction will comply with all relevant BCA standards.	Yes
4.6 Open storage areas	No open storage areas are proposed. This will be conditioned in any consent granted.	Yes
4.7 Vehicular access and circulation	Truck and car access to the site will be provided via Huntingwood Drive and Healey Circuit. Separate truck and car access points will be provided from Huntingwood Drive to minimise vehicular conflict. Two combined truck and car access points will be provided from Healey Circuit. Site entry points and internal circulation and parking areas will be clearly defined to facilitate safety for pedestrians and vehicles. All vehicular movements will be in a	Yes

	forward direction. All areas of the site accessible to trucks will be designed in accordance with Austroads standards to facilitate the manoeuvring of the largest type of truck expected to service the site. A traffic statement has also been submitted with the proposal identifying that the proposed development is suitable within the existing and proposed road network.	
4.8 Car parking	In addition to earlier comments on car parking, car parking will be located behind the minimum setback area for the secondary street frontage to Healey Circuit and will be clearly visible from the street in order to encourage the use on on-site parking facilities. Separate car parking provision for warehouses 1 and 2 is to be provided, with no stack parking proposed. The proposal provides a total of 6 accessible spaces. This equates to 2% of the total car parking provision. All vehicular areas will be sealed with hard-standing, all-weather material. Direction arrows will be painted on roadways to guide vehicular movements. Directional signage will be integrated with the design of the development and suitably located to achieve legibility and a consistent visual outcome.	Yes
Part 5 Specific Controls for the Huntingwood Estate		
5.3 Multi-tenanted industrial development	The proposal provides 2 warehouse units on Lot 1 and a single warehouse on Lot 2. The visual appearance of the development is compatible with existing development in the estate and satisfactorily addresses the design requirements for variation to building facades, appropriate landscaping and minimal advertising signage for building identification purposes.	Yes
Part R		
Water Sensitive Urban Design & Integrated Water Cycle Management	Council's Engineers have undertaken an assessment of the proposal in accordance with the requirements of BDCP Part J. Accordingly, appropriate Engineering conditions have been included and sufficient information has been provided to satisfy the requirements of BDCP Part J (Conditions 2.4, 6, 8 and 11).	Yes