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Requirement	Yes	No	N/A	Comments
INDUSTRIAL AREAS				
2.0 Built Form				
D1 Buildings shall be designed to: • introduce variations in unit design within building groups. • introduce solid surfaces, preferably masonry, incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations. • include an appropriate variety of materials and façade treatments so as to create visual interest on a high quality design outcome.	☒	☐	☐	The design of the development incorporates a range of materials and building articulation which fosters visual interest and a positive contribution to the streetscape. The proposed development was referred to the Cumberland Design Excellence Panel for comment who advised that the design of the development could be considered to exhibit design excellence, subject to some minor amendments, which have been incorporated through a recommended condition of consent.
D2 On corner sites, the building reinforces the corner by massing and facade orientation.	☒	☐	☐	
D3 Number of storeys – B6 Enterprise Corridor Development for hotel and motel accommodation and office premises on land zoned B6 Enterprise Corridor on Parramatta Road shall be a maximum of six (6) storeys.	☐	☒	☐	The proposed building has been designed to address all street frontages through the use of materials and articulation of the building façade. The proposed building maintains a total of 8 storeys. It is noted that the development exceeds the maximum 27 metre building height, with a maximum building height of 29.96 metres proposed. A Clause 4.6 variation request has been submitted and has been assessed in this Report. The proposed 2.96 metre building height exceedance comprises part of the roof structure, rooftop plant and some portions of habitable space. The proposed variation is considered acceptable in merit, as discussed in the Clause 4.6 variation discussion section of this Report. On the basis of the building height being acceptable on merit, this variation is supported by Council.

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3.1 Streetscape				
D1 Fencing along street boundaries with a height greater than 1m shall be located at a minimum setback applicable to buildings (refer to setback controls overleaf) and with landscaping in the area available between the fence and the property boundary.	☐	☐	☒	No fencing is proposed as part of the application along the site boundaries.
D2 Facades of new industrial buildings shall adopt a contemporary appearance.	☒	☐	☐	The proposed building is contemporary in appearance and is consistent with the business zoning of the site.
D3 Facades of proposed infill development located in established industrial areas shall reflect the style and architecture of adjoining buildings.	☒	☐	☐	As above.
D4 Architectural features shall be included in the design of new buildings to provide for more visually interesting industrial areas, including: • elements which punctuate the skyline; • distinctive parapets or roof forms; • visually interesting facades; • architectural emphasis on the built form; and • a variety of window patterns.	☒	☐	☐	The development includes a range of building articulation features including a distinctive roof form and variations in materials and colours.

3.2 Front setbacks **D1** New buildings within industrial areas shall have a minimum front setback of: • 4.5m from other roads, and • 0m from laneways. In the case of a corner allotment, the setback to the secondary road shall be 3m.	☒	☐	☐	The building maintains a setback in excess of 4.5 metres to the site's Parramatta Road and St Hilliers Road frontages. The ground floor of the development maintains a setback in excess of 3 metres to the site's Percy Street boundary. Levels 1 to 7 of the development maintain a minimum setback of 3 metres to the building wall, with a minor encroachment of 1.25 metres into the 3 metre setback by the balconies of the proposed rooms along this frontage. The encroachment of the proposed balconies into the 3 metre secondary setback along Percy Street is considered acceptable and the balconies provide articulation to the building façade and contribute positively to the streetscape. This variation is considered acceptable on merit and is supported by Council.
D2 Front setback areas shall not be used for car parking, storage or display of goods.	☐	☒	☐	Car parking is proposed within the front setback of the development along the site's Parramatta Road frontage and Percy Street frontage. It is noted that a portion of this car parking is existing and being retained as part of this development, in addition to the retention of several trees along the site's Parramatta Road frontage. The proposed landscaping design has incorporated the retained trees into the landscape scheme and embellished the site's Parramatta Road and Percy Street frontages with proposed trees, shrubs and hedges. The landscape design contributes to lessening the visual impact of the proposed car parking spaces within the front and secondary street setbacks of the development and the variation to this control is therefore considered acceptable on merit and is supported by Council.

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3.3 Side and rear setbacks				
D1 Buildings may be built on a nil side or rear setback except where a setback is required to screen buildings from: • public places; • adjoining residential properties; • other sensitive land uses; • where rear access is required; or • where land adjoins the M4 Motorway. In such circumstances a 4.5m landscape setback is required.	☒	☐	☐	The development maintains an 8 metre rear setback.
D2 Where a site adjoins a residential zone, side and rear setbacks of 3m shall be required.	☐	☐	☒	The site does not adjoin residential land to the side or rear. .

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4.0 Landscaping				
D1 All areas not built-upon shall be landscaped to soften the impact of buildings and car parking areas.	☒	☐	☐	Areas of the site not utilised for buildings, vehicle maneuvering and car parking comprise landscaping, which contributes to the softening of the visual impact of car parking areas and the buildings.
D2 Storage areas and other potentially unsightly areas shall be screened from adjacent properties.	☐	☐	☒	No outdoor storage areas proposed.
D3 Landscaping within setback areas shall be of a similar scale to buildings. All landscaped areas shall be separated from vehicular areas by means of a kerb or other effective physical barriers.	☒	☐	☐	The plant species utilised in the landscape design are proportionate to the buildings. Landscape areas are physically separated from the car parking areas with a kerb.
D4 Car parking areas, particularly large areas shall be landscaped so as to break up large expanses of paving. Landscaping shall be required around the perimeter and within large carparks.	☒	☐	☐	Landscaping is provided around the proposed car parking areas, to assist in reducing the visual appearance of hardstand area.
D5 In open parking areas, 1 shade tree per 10 spaces shall be planted within the parking area.	☐	☐	☒	N/A
D6 A minimum of 15% of the site shall be provided and maintained as soft landscaping, with lawns, trees, shrubs, for aesthetic purposes and the enjoyment of workers of the site.	☒	☐	☐	Adequate soft landscaping has been provided for the site.
D7 Fencing shall be integrated as part of the landscaping theme so as to minimise visual impacts and to provide associated site security.	☐	☐	☒	No fencing has been proposed. The height and species of plantings to be used along the road frontages has considered safety and surveillance of the street.
D8 Landscaping shall promote safety and surveillance of the street.	☒	☐	☐	Landscaping has been designed so as to allow sufficient lines of sight for pedestrians, cyclists and vehicles.
Note: Applicants shall refer to Council's Policy on Crime Prevention Through Environmental Design (CPTED).	☒	☐	☐	Noted.
D9 Landscaping shall allow sufficient line of sight for pedestrians, cyclist and vehicles.	☐	☐	☒	Hard surfaces within the development site largely comprise vehicle maneuvering areas.
D10 Paving and other hard surfaces shall be consistent with architectural elements.				

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7.0 Energy efficiency and water conservation				
D1 Buildings shall be oriented towards the north so that they make best use of solar access to lower heating and cooling costs.	☒	☐	☐	Where possible, the building has been oriented north.
D2 Building elevation treatments shall control solar access into the building by the use of appropriate shading devices and methods.	☒	☐	☐	Building facades have considered solar access.
D3 The amount of exposed glazing to the eastern and western facades of buildings shall be minimised.	☒	☐	☐	Eastern and western building facades have minimised the use of glazing.
D4 Building design shall minimise reliance on existing energy supplies through the use of renewable energy sources including incorporation of photovoltaic cells, wind turbines, battery storage and solar hot water wherever practicable.	☒	☐	☐	Controls D4 to D10 could be addressed through conditions of consent, however the application is recommended for refusal.
D5 Lighter reflective colours shall be used on external walls of the building to reduce heat gain in summer especially for building facades facing east, west and north.	☒	☐	☐	
D6 High thermal mass materials shall be used wherever possible.	☒	☐	☐	
D7 Roofs and walls shall be well insulated in office components of buildings to reduce winter heat loss and summer heat gain.	☒	☐	☐	
D8 Low energy lighting shall be used.	☒	☐	☐	
D9 Energy efficient appliances, fittings and fixtures shall be used.	☒	☐	☐	
D10 Any hot water heaters to be installed, as far as practicable, shall be solar, and to the extent where this is not practicable, shall be greenhouse gas friendly systems that achieve a minimum 3.5 Hot Water Greenhouse Score.	☒	☐	☐	
7.2 Ventilation				
D1 Where applicable, cross ventilation shall be maximised by use of high-level ventilators. Where practical or appropriate sky lights and/or wind powered ventilators shall be installed.	☒	☐	☐	The development has incorporated cross ventilation into the building design through the placement of windows and openings.
7.3 Water conservation				
D1 New buildings shall provide water efficient fixtures to reduce the demand for (mains) water and wastewater discharge.	☒	☐	☐	Noted.
8.1 Hours of operation				
D1 Where an industrial site is located adjacent to or within 200m of a residential zoned area or where in the opinion of Council truck movements associated with the industry will intrude on residential streets, hours of operation shall generally be restricted to 7:00am to 6:00pm Monday to Saturday.	☐	☒	☐	The development is located within 200m of existing residential development on the western side of St HIlliers Road. Hours of operation for the hotel have not been detailed in the application. A condition of consent has been recommended to address the hours of operation.

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8.2 Noise **D1** All development applications for potential noise generating industries adjacent to residential zoned land shall be accompanied by relevant documentation from a qualified acoustic engineer. The documentation shall also comply with the relevant Acts, Regulations, Australian Standards and guidelines by the NSW Department of Environment, Climate Change and Water (DECCW) below, as applicable for noise, vibration and quality assurance. • NSW Industrial Noise Policy • Interim Construction Noise Guideline • Noise from Rail Infrastructure Projects • Environmental Criteria for Road Traffic Noise.	☒	☐	☐	An Acoustic Report has been prepared for the development. This Report has been reviewed by Council's Environmental Health Unit and conditions of consent have been recommended requiring compliance with the recommendations of the Acoustic Report.
9.1 Lot sizes and access **D1** The minimum average width shall be 30m.	☒	☐	☐	The site maintains a width in excess of 30m.
D2 New lots shall remove or reduce vehicular driveways and access points to main or arterial roads where alternatives are available.	☐	☐	☒	The development does not have the benefit of existing vehicular access off Parramatta Road or St HIlliers Road. The development proposes to utilise the existing vehicular entry point off Percy Street.
9.2 Utility Services **D1** Any application for strata subdivision shall demonstrate that each lot is serviced for parking and loading and shall not exceed the requirements of the Parking and Loading Part of this DCP.	☐	☐	☒	No Strata subdivision proposed.

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Requirement	Yes	No	N/A	Comments
ADVERTISING & SIGNAGE				
2.0 Advertising and signage controls **D1** Advertising and signs shall be consistent with *State Environmental Planning Policy No. 64 – Advertising and Signage*.	☒	☐	☐	An assessment of the proposed signage against the provisions of SEPP64 has been provided at Attachment 8 to this report.
3.0 Language of advertising and signage **D1** Advertising and signage shall be displayed in English but may include a translation in another language.	☒	☐	☐	Proposed signage is all in English.

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Requirement	Yes	No	N/A	Comments
PARKING AND LOADING				
5.0 Commercial development **5.1.1 General parking design** **D1** Car parking shall be provided at the rear of the development or be fully underground.	☐	☒	☐	Car parking is proposed within the front setback of the development along the site's Parramatta Road frontage and Percy Street frontage. It is noted that a portion of this car parking is existing and being retained as part of this development, in addition to the retention of several trees along the site's Parramatta Road frontage. The proposed landscaping design has incorporated the retained trees into the landscape scheme and embellished the site's Parramatta Road and Percy Street frontages with proposed trees, shrubs and hedges. The landscape design contributes to lessening the visual impact of the proposed car parking spaces within the front and secondary street setbacks of the development and the variation to this control is therefore considered acceptable on merit and is supported by Council.
D2 The design of any parking area shall be integrated into the overall site and building design and be integrated with neighbouring properties.	☒	☐	☐	The car parking is considered to be sufficiently integrated into the overall design of the development, notwithstanding the shortfall of spaces proposed.
D3 Special consideration may be given to restaurants, cafes and function centres and the like which operate outside normal business hours where it can be demonstrated the car parking provided for retail and commercial uses operating during normal business hours will be available for parking demand outside these hours.	☐	☐	☒	The restaurant and conference centre uses are proposed to be made available to the public, i.e. non-hotel guests, as such no concession is considered.
D4 Council may accept a monetary contribution in lieu of on-site car parking where a contributions plan is in place under Section 94 of the Environmental Planning and Assessment Act 1979, or other relevant legislation.	☐	☐	☒	N/A.

5.1.2 Access and driveway design				
D1 Car park entries and driveways shall be kept to a minimum and shall not be located on primary or core retail streets.	☒	☐	☐	The development proposes the utilisation of the existing vehicle entry points off Percy Street. The driveway layout proposed facilitates this.
D2 Driveways shall be designed to allow vehicles to enter and leave in a forward direction.	☒	☐	☐	
D3 Vehicular access shall be designed to avoid conflicts with pedestrians.	☒	☐	☐	Separate vehicular entry and pedestrian entry paths have been identified.
D4 Adequate area shall be provided on site and driveways designed to enable all vehicles including large trucks to enter and leave the site in a forward direction.	☒	☐	☐	A condition of consent has been recommended to ensure that the largest delivery vehicle accessing the site is a MRV and that entry and exit to the site is in a forward direction.
D5 Driveways shall be located and designed so as to avoid the following: ν being located opposite other existing access ways with significant vehicle usage; ν restricting sight distances; ν on-street queuing; ν an intersection controlled by traffic signals within 25m on the approach side; ν a signalled intersection of any major roads within 90m; ν an intersection controlled by a stop or give way sign within 12m on the approach side; ν the approach side of any intersection within 10m; ν a property boundary on the departure side of any intersection within 10m; and ν the commencement of a median island within 6m.	☒	☐	☐	
D6 The maximum grade of manoeuvring areas and all access roadways shall comply with AS 2890 – Parking Facilities.	☒	☐	☐	A condition of consent has been recommended to ensure compliance with AS2890.
D7 Where sites front on to main or arterial roads, driveways shall be minimised or located on side or rear road frontages where available.	☒	☐	☐	No vehicular access is proposed from the St Hilliers Road or Parramatta Road frontages.
D8 Driveways servicing car parking shall comply with AS 2890 – Parking Facilities or similar designs for car turning paths unless otherwise advised by Council's Engineering Department.	☒	☐	☐	A condition of consent has been recommended to ensure compliance with AS2890.
D9 The maximum gradient for a driveway shall be 20% (with appropriate transitions). However, in extreme circumstances, gradients up to 25% (with appropriate transitions) will be considered.	☒	☐	☐	A condition of consent has been recommended to ensure compliance with AS2890.

5.1.4 Number of parking spaces **D1** Car parking for industrial development shall comply with the following requirements: **Hotel or motel accommodation** — 1 space for each unit + 1 space per 2 employees if a restaurant is included, then add the greater of 15 spaces per 100m^2 GFA of the restaurant/function room, or 1 space per 3 seats **Function centre** — Whichever is the greater of: 15 spaces per 100m^2 GFA, or 1 space per 3 seats	☐	☒	☐	The development generates the following car parking requirements: *Hotel* 202 x 1 = **202 spaces** *Staff* 40 / 2 = **20 spaces** *Restaurant* (349 / 100) x 15 = 52.3 – **53 spaces** Or 86 / 3 = 28.6 – 29 spaces *Function centre* (589 / 100) x 15 = 88.3 – **89 spaces** Or 247 / 3 = 82.3 – 83 spaces **Total required car parking spaces - 364 spaces** The proposed 140 total car parking spaces, comprising 51 x hotel guest spaces and 89 x function centre spaces, are considered adequate to service the development, and the proposed variation is supported, refer to detailed discussion in body of the Report.

7.0 Loading requirements **D1** Driveway access and adequate on-site manoeuvring shall be provided to enable all delivery vehicles to enter and leave the site in a forward direction.	☐	☒	☐	The development as proposed would require the following: 4 x spaces for 202 hotel rooms 1 x space for the conference/function, restaurant and bar uses
D2 Industrial developments having a floor area greater than 400m2 shall include loading and unloading facilities to accommodate a 'heavy rigid vehicle' as classified under AS 2890 – Parking Facilities. Smaller developments shall make a provision for a 'medium rigid vehicle' as classified under the above Australian Standard. All development applications shall be accompanied with a manoeuvring analysis with 'auto turn or the like' and details of swept paths showing compliance with AS 2890 – Parking Facilities. Note: The applicant shall identify the likely service vehicle sizes accessing the site and shall provide service vehicle spaces in accordance with AS 2890 – Parking Facilities.	☐	☒	☐	The development provides loading bays for 2 x medium rigid vehicles (MRVs) and 1 x van loading on the site. Councils Development Engineer has undertaken an assessment of the proposed loading bays and the three (3) bays provided are considered acceptable. A condition of consent has been recommended to ensure that the largest delivery vehicle accessing the site is restricted to a MRV. A condition of consent has also been recommended to address the use and management of the loading bays as part of the hotel operations.
D3 Loading/unloading facilities shall be positioned so as to not interfere with visitor/employee or resident designated parking spaces.	☐	☒	☐	
D4 The service area shall be a physically defined location which is not used for other purposes, such as the storage of goods and equipment.	☐	☒	☐	
D5 The design of loading docks shall accommodate the type of delivery vehicles associated with the development and potential uses of the development.	☐	☒	☐	
D6 Buildings shall be designed to allow loading and unloading of vehicles within the building and at all times. Where achievable, loading docks should be situated to the side or rear of buildings. In the case of commercial development access can be provided from a laneway.	☐	☒	☐	
D7 That loading bays for trucks and commercial vehicles shall be provided in accordance with Table 9 below. **Hotel or motel accommodation:** 1 space per 50 bedrooms or bedroom suites up to 200 plus 1 space per 100 thereafter plus 1 space per 1,000m^2 of public area set aside for bar, tavern, lounge and restaurant **D8** Loading/unloading areas shall be provided in accordance with AS 2890.2 – Off-Street Commercial Vehicle Facilities.	☐	☒	☐	

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Requirement	Yes	No	N/A	Comments
STORMWATER DRAINAGE				
2.1 The drainage system **P1** The development ensures roof and surface stormwater is collected and controlled within the property for major and minor storm events prior to discharging into Council's stormwater system.	☒	☐	☐	Council's Development Engineer has reviewed the proposed stormwater design and note that the stormwater plan shows stormwater connecting into an existing stormwater pipe. The annotation of details of the existing stormwater pipe from the OSD outlet to Council's street drainage system on the plan and the creation of appropriate easements as part of the subdivision. Conditions of consent have been recommended.
2.4 Water quality **D1** Silt arrestors are required within commercial, industrial developments and car parking areas. **Note:** Refer to Council's website at www.auburn.nsw.gov.au for water quality guidelines.	☒	☐	☐	A condition of consent requiring the implementation of erosion and sediment control measures has been recommended.
D2 Oil arresters are required for the carparks of industrial and commercial developments where: • There are 10 or more parking spaces proposed; or • There is significant traffic generation within the development.	☒	☐	☐	As above.
5.1 Provision of on-site detention **D1 Developments requiring OSD** OSD shall be required for all proposed development, re-development or new land subdivisions.	☒	☐	☐	OSD has been provided as part of the development and conditions of consent have been recommended.
8.1 Erosion and sediment control plans (ESCPs) **D1** The ESCP shall be in accordance with the standards outlined in Managing Urban Stormwater: Soils and Construction by the NSW Department of Housing. ESCP for all developments and/or associated works shall be prepared to the satisfaction of Council and conform to the specifications and standards contained within this Part. All erosion and sedimentation controls shall be in place prior to the commencement of works.	☒	☐	☐	Standard conditions of consent have been recommneded to manage erosion and sediment control through the demolition and construction phases of the development.

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Requirement	Yes	No	N/A	Comments
WASTE				
2.0 Demolition and construction **D1** All materials that arise from demolition and construction shall comply with a Waste Management Plan (WMP) before recycling or disposal.	☒	☐	☐	A WMP has been provided which addresses the construction phase of the development, as well as the on-going use of the development.
3.0 Commercial and Industrial Waste **D9 Industrial units** Garbage storage and location areas shall be designed, so as to be readily serviced within the confines of the site with minimum impact on adjoining uses.	☒	☐	☐	Council's Waste Management Officer has reviewed the proposed waste arrangements and they are considered satisfactory.

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Requirement	Yes	No	N/A	Comments
TREE PRESERVATION				
3.0 Development Controls **D3** Documented evidence, such as that by a qualified arborist, shall accompany any application for removal or partial removal of a tree and shall be justified as: „ the tree was dead; „ causing or potentially causing structural damage and supporting documentation is provided such as structural engineer's report; „ having sustained severe damage from vehicle impact or natural hazards such as lightning, wind or flood and no other course of action will rectify the problem; „ being diseased or has structural defects and remedial pruning (see AS 4373/2007) will improve the health of the tree; or „ a potential hazard to the amenity of the development due to tree form or structural integrity, species characteristics or history, the size of any tree part that is likely to fail or other reasons where the tree may be injurious to health.	☒	☐	☐	The application has been accompanied by an Aboricultural Impact Appraisal and Method Statement prepared by Naturally Trees which has identified and assessed the trees that may be affected by the proposed development. This report relevantly provides that: *Seven high category trees and ten low category trees will be lost because of this proposal. The proposed changes may adversely affect a further twelve high category trees and three low category trees if appropriate protective measures are not taken, However, if adequate precautions to protect the retained trees are specified and implemented through the aboricultural method statement included in this report, the development proposal is expected to have a low to moderate impact on the contribution of trees to local amenity or character.* The protection of trees on the site during the works has been managed through recommended conditions of consent. A condition for tree replanting has also been provided.