Appendix C
Auburn Development Control Plan
"Industrial Areas Chapter"

Requirement	Yes	No	N/A	Comments
1.0 Introduction				
1.1 Development to which this Part applies This Part applies to land zoned: • IN1 General Industrial, • IN2 Light Industrial, • **B6 Enterprise Corridor and** • B7 Business Park under the *Auburn LEP 2010*. In the case of the Carter Street Precinct, only Sections 8.0 and 9.0 apply.	☐ ☐ ☒ ☐	☐ ☐ ☐ ☐	☒ ☒ ☐ ☒	The land is within the B6 Enterprise Corridor zone.
2.0 Built Form				
Development controls **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. **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	☒ ☒ ☒ ☐ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☒ ☐	There are two buildings to be constructed being:- • The office building. • The service station and supporting hut to service the facility. The office building at Stage 2 will be the equivalent of a 4 storey building and will be situated at the rear of the site. The building has a satisfactory appearance. The maximum height is 18.8 metres from the natural ground level to the roof the topmost part of the plant situated on the roof. The height is significantly less than the 27 metre height limit or the height limit imposed by Subpart D3.

Silverwater Road shall be a maximum of three (3) storeys. 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.				
3.0 Streetscape and Urban Character				
3.1 Streetscape **Development controls**				
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.	☐	☐	☒	There is no fencing proposed for the site. The front part of the site comprises landscaping as well as large hardstand areas to allow for truck and vehicle movements within the site.
D2 Facades of new industrial buildings shall adopt a contemporary appearance.	☒	☐	☐	The office building is situated at the rear of the site and the service station is at the front. The office building has a satisfactory appearance to the locality. The service station is similar to the Marsden Park facility which has been investigated Thursday 8 July 2021. The facility features large expansive paved areas to allow for heavy vehicle movements and a small hut to allow for general site operations. The facility proposed for 13 Parramatta Road Lidcombe is similar in design and layout to what exists at Marsden Park.
D3 Facades of proposed infill development located in established industrial areas shall reflect the style and architecture of adjoining buildings.	☒	☐	☐	
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.	☒	☐	☐	
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 proposed office building is situated at the rear of the site and is located 4.5 metres from the rear boundary and the M4 Tollway / Motorway.
D2 Front setback areas shall not be used for car parking, storage or display of goods.	☒	☐	☐	The service station is situated to the south of the office building and features a canopy, fuel filling areas and large hardstand areas to allow for the movements of B double semi trailers. The data hut is situated 4.5 metres from the Parramatta Road frontage. While compliance is achieved, the front setback area between Parramatta Road and the office building comprises the service station, data hut, vehicle manoeuvring areas and tanker access areas. The large space being created is essential for the operations of the service station.
3.3 Side and rear setbacks **Development controls** **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.	 ☐ ☐ ☐ ☒ ☒	 ☐ ☐ ☐ ☐ ☐	 ☒ ☒ ☒ ☐ ☐	The office building is situated 4.5 metres from the rear boundary of the site. The setback from the M4 Tollway / Motorway is compliant with Subpart D1.

	In such circumstances a 4.5m landscape setback is required.				
D2	Where a site adjoins a residential zone, side and rear setbacks of 3m shall be required.	☐	☐	☒	The site does not adjoin a residential zone.
D3	Development adjacent to Duck River shall provide a 5m easement for public access within the foreshore building line area along Duck River. This easement shall be established under a Section 88B instrument and shall be registered with the NSW Land and Property Management Authority.	☐	☐	☒	The site is not situated adjacent to Duck River.
4.0 Landscaping					
Development controls					
D1	All areas not built-upon shall be landscaped to soften the impact of buildings and car parking areas.	☒	☐	☐	
D2	Storage areas and other potentially unsightly areas shall be screened from adjacent properties.	☒	☐	☐	
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.	☒	☐	☐	
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.	☐	☐	☒	
D5	In open parking areas, 1 shade tree per 10 spaces shall be planted within the parking area.	☐	☐	☒	All car parking servicing the office building is situated underneath the building.

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.	☒	☐	☐	The development application incorporates 1,557.67 square metres of landscaping into the site which equates to 16.59%. Compliance is achieved.
D7 Fencing shall be integrated as part of the landscaping theme so as to minimise visual impacts and to provide associated site security.	☒	☐	☐	
D8 Landscaping shall promote safety and surveillance of the street. Note: Applicants shall refer to Council's Policy on Crime Prevention Through Environmental Design (CPTED).	☒	☐	☐	
D9 Landscaping shall allow sufficient line of sight for pedestrians, cyclist and vehicles.	☒	☐	☐	
D10 Paving and other hard surfaces shall be consistent with architectural elements.	☒	☐	☐	
5.0 Access and Car Parking				
5.1 Access and car parking requirements Applicants shall refer to the Parking and Loading Part for parking and access requirements.	☒	☐	☐	There are three components to car parking which are:- • The office building. • The service station. • The loss of 23 car parking spaces on the existing Costco site. The office building has a gross area of 6,175.8 square metres excluding the internal lifts, stairs and plant rooms and associated voids. The building will require 155 car parking spaces.

				The plans are showing 161 car parking spaces which is adequate to support the development. The figure includes the reception room, the sitting area, toilet and mail room on the car park level 1. <u>Costco service station</u> A data hut will be constructed and it will be possible for an officer to operate the service station from the structure. The structure including the toilet occupies an area of 17.7 square metres which would require 0.44 of 1 car parking spaces. There is room adjacent to the data hut to park a single vehicle if required but generally the data hut will not be always be staffed. <u>The existing Costco Site</u> The northern area of the external car park will be the subject to works and plans show the removal of 23 car parking spaces to facilitate the works. The most recent consent for the Costco supermarket has been reviewed. Condition B43 of Modification Consent MP 09 0184 (Mod 3) and dated Wednesday 13 July 2011 required a maximum of 745 car parking spaces to support the entire Costco development. Based on Council requirements, the Costco

				Supermarket at 13,727 square metres in area would require a minimum of 343 car parking spaces. The existing offices on site at 1,999 square metres would require 50 car parking spaces. The total existing development at 17 to 21 Parramatta Road would require 393 car parking spaces. The approved plans show 738 car parking spaces resulting in a surplus of 345 car parking spaces. The loss of 23 spaces on the site will still retain a significant surplus of 322 car parking spaces. As such, there is no objection to the removal of 23 car parking spaces on site. Generally, car parking is satisfactory for the entire Costco site. <u>Loading and unloading</u> Loading and unloading is likely to be via vans. A designated loading area is provided at the north west corner of the building although it straddles both 13 to 15 and 17 to 21 Parramatta Road. A designated walkway is provided between the loading / unloading area and the mail room on car park level 1 supporting the office. There is also a dedicated mail room to be established on the car park level 1 of the office building.

				The service station will receive regular daily fuel deliveries and the forecourt will be used for such operations. A one way in, one way out vehicle flow would be used for such operations. This application has been passed before Transport for New South Wales for detailed assessment. The matter concerning Transport for New South Wales concurrence is addressed above under external referrals.
5.2 Service areas **Development controls** **D2** In the design of industrial developments, consideration shall be given to the design of garbage storage areas, and other waste provisions held in the Waste Part of this DCP.	☒	☐	☐	The plans show that the Costco plans to use the existing established waste storage facility on 17 to 21 Parramatta Road to service the office building. A temporary garbage area is provided on car park Level 1 to service the office building. A cleaner is to be employed to transfer the garbage using a cleaners trolley to transfer the waste to the designated waste area existing on site.
6.0 Stormwater Drainage				
Applicants shall consult the Stormwater Drainage Part of this DCP for stormwater drainage requirements.	☒	☐	☐	Council's Drainage and Development Engineer has determined that the development is satisfactory with respect to stormwater drainage.
7.0 Energy Efficiency and Water Conservation				
7.1 General requirements **Development controls** **D1** Buildings shall be oriented towards the north so that they make best use of solar access to lower heating and cooling costs.	☒	☐	☐	This is achieved.

D2	Building elevation treatments shall control solar access into the building by the use of appropriate shading devices and methods.	☒	☐	☐	
D3	The amount of exposed glazing to the eastern and western facades of buildings shall be minimised.	☒	☐	☐	
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.	☒	☐	☐	
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 **Development controls** **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.	☒	☐	☐	This is achieved.
7.3 Water conservation **Development controls** **D1** New buildings shall provide water efficient fixtures to reduce the demand for (mains) water and wastewater discharge. **D2** New developments shall connect to recycled water if serviced by a dual reticulation system for permitted non potable uses such as toilet flushing, irrigation, car washing, fire fighting and other suitable industrial purposes. **D3** Where a property is not serviced by a dual reticulation system, development shall include an onsite rainwater harvesting system or an onsite reusable water resource for permitted non potable uses such as toilet flushing, irrigation, car washing, fire fighting and other suitable industrial purposes. **D4** Development shall install all water using fixtures to meet the WELS (Water Efficiency Labelling Scheme) rated industry standards.	☒ ☐ ☒ ☒	☐ ☐ ☐ ☐	☐ ☒ ☐ ☐	The following is identified at this Part:- • The building is oriented on a north to south axis which maximises the control of solar heat gain. • Appropriate glazing is used including the use of louvres. • Energy efficient air conditioning systems are to be used throughout the building. • Energy efficient lighting is to be used within the building. • Heat will be reclaimed from the buildings refrigeration plant to provide domestic hot water. • Use of energy efficient appliances. • Plant and equipment to be regularly serviced. • There will be a preference towards recyclable materials and insulation within walls.
7.4 Rainwater tanks **Development controls**				

D1 Rainwater tanks installed above ground or underground shall meet the relevant Australian Standards.	☐	☐	☒	
D2 Above ground rainwater tanks shall be constructed, treated or finished in a non-reflective material that blends in with the overall tones and colours of the subject site and surrounding developments.	☐	☐	☒	
D3 Above ground rainwater tanks installed shall not be visible from a primary road frontage and shall not be visually dominant.	☐	☐	☒	
D4 The overflow from industrial rainwater tanks shall discharge to the site stormwater disposal system. For details refer to the Stormwater Drainage Part of this DCP.	☐	☐	☒	
8.0 Operational restrictions				
8.1 Hours of operation **Development controls** **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. **Note:** Where an extension to these hours is required due to the nature of the activities to be undertaken, a detailed submission shall be lodged with Council demonstrating how environmental impacts can be minimised to acceptable levels if	☒ ☐	☐ ☐	☐ ☒	The office will be used by Costco staff and will generally operate between 8 am and 6 pm Monday to Friday and at peak capacity, up to 500 staff could work on site following the conclusion of Stage 2 works. The service station will operate between 6 am and 10 pm daily including public holidays. Fuel deliveries are expected to occur at any time but more likely outside the retailing business hours of the Costco Retail Warehouse such as early mornings or late evenings. The closest residents to the site are situated on the southern side of the shopping

the extended hours of operation are approved.				centre at 92 Parramatta Road Lidcombe. The distance ranges from 198 metres or greater. As such, site operations, fuel deliveries and daily operations will not impact any residential properties due to location and layout of the local road network.
8.2 Noise **Development controls** **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.	☒	☐	☐	There are no significant issues to address in relation to noise given the sites location on Parramatta Road and the distance from residential properties. The development is acceptable in relation to noise.
8.3 Storage yards **Development controls** **D1** Storage yards, junk yards or waste depots shall be screened by suitable fencing to a height of 2.5m and setback 4.5m from any street alignment and will require:				

• suitable site sealing; • runoff and silt trap controls; and • dense screen landscaping between the street alignment and the fence.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	A storage yard is not proposed and it is considered that Part 8.3 will not apply to the development application.
8.4 Air pollution **Development controls** **D1** Details of any equipment, processes and air pollution control or monitoring equipment shall be submitted to Council with a development application. **D2** All spray painting shall be carried out in a spray booth constructed and ventilated in accordance with the relevant Australian Standards.	☒ ☐	☐ ☐	☐ ☒	
8.5 Water pollution **Development controls** **D1** For industrial developments such as mechanical repair workshops and garages, pollution control monitoring equipment, e.g. retention pits, traps, or bunding shall be used to the satisfaction of Council to control the discharge of pollutants into the stormwater system.	☒	☐	☐	The level of controls provided are satisfactory.
8.6 Dangerous goods and hazardous materials **Development controls** **D1** For development proposals which can potentially pose a risk to the locality or discharge pollutants, applicants shall demonstrate that consideration has been given to: • application guidelines published by the Department of Planning relating to	☒	☐	☐	State Environmental Planning Policy 33 “Hazardous and Offensive Development” is applicable to the proposed service station including the associated fuel deliveries that are required to service the site. As detailed in the assessment report, a risk screening report prepared by ACOR Consultants and dated 27/1/2021 has demonstrated that:-

	hazardous and offensive development; and • whether any public authority should be consulted concerning any environmental and land use safety requirement.	☒	☐	☐	• There are no other hazardous material stored on other nearby sites within the fuel station area. • All the materials to be stored are classified as Class 3 packaging group (PG)II.
D2	Any premises with storage tanks for oil or dangerous goods outside the building shall submit an emergency spill contingency plan to Council. The DECCW and Work Cover Authority may need to be consulted.	☒	☐	☐	• The volume of fuel amounts to 79 tonnes. • The risk screening distance for 79 tonnes of Class 3 PGII fuel is 9 metres from the site boundaries. • All the underground tanks are situated between 10.92 and 23.31 metres from a boundary and as such is complying with the separation distances of the risk screening method. • The development is not located within close proximity of any residential or sensitive land uses. The risk screening method identifies that the service station is not a potentially hazardous industry based on storage locations of Table 1 and Figure 9 of the "Applying SEPP 33" document. <u>Risk screening method for transport of fuel</u> The expected fuel throughput is calculated at 60 megalitres per annum. The proposed development will be supplied by B double fuel tankers that will be carrying 56,000 litres of fuel per delivery. This will equate to approximately 1,072 bulk fuel deliveries per year or

				21 deliveries per week or 3 deliveries per day. The Preliminary Hazard Analysis identifies that the environmental risk posed by the fuel station is consistent with the existing environmental risk profile associated with roads and zoned areas which form the transport route. The transport of fuel does not pose an unacceptable risk to the locality and the transport of fuel is acceptable. It is considered that the development is acceptable under Part 8.6 in this instance.
9.0 Subdivision				
9.1 Lot sizes and access **Development controls** **D1** The minimum average width shall be 30m. Direct access onto state roads shall not be granted unless presently provided or if an alternative vehicular access point is unavailable. **D2** New lots shall remove or reduce vehicular driveways and access points to main or arterial roads where alternatives are available.	☒ ☐	☐ ☐	☐ ☒	The allotment of land will remain the same size at 9,384 square metres.
9.2 Utility services **Development controls** **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.	☐	☐	☒	Strata subdivision is not proposed.

Note: The applicant shall demonstrate that each proposed lot can be connected to appropriate utility services including water, sewerage, power and telecommunications (and where available gas). This may include advice from the relevant service authority or a suitably qualified consultant.	☐	☐	☒	Full utility services are provided to the site being water, electricity, sewer and appropriate vehicle access. The site is readily serviced with electricity services although as demonstrated within the report, the applicant will be required to install an electricity substation on site to provide adequate power supply to the Stage 1 works. A second substation will later be needed to accommodate the Stage 2 works. The substations will each generate electricity supply of 600 KVA to service the development. As demonstrated within the main report, Ausgrid has raised no objection to the proposed development and the proposal to augment electricity supply to the site.
10.0 Newington Business Park provisions - This is not applicable.				