

ATTACHMENT 7 – HDCP 2013 Analysis

Relevant Control	Proposal	Comply
Part A - General Controls		
1.1 Design & Landscaping for Subdivision	<p>In determining the suitability of any subdivision application, consider the following:-</p> <ul style="list-style-type: none"> a) Slope and orientation of land; b) Opportunities for solar and daylight access to future development; c) Design of roads, access ways and individual site access; d) Retention of special qualities or features of a site, such as trees and views; e) Availability of utilities; f) Evacuation controls as per flood risk precincts table in Section 8; g) Provision of adequate site drainage; h) Provision of public open space; i) Heritage conservation; j) The adequacy of each site in achieving relevant development standards detailed within this control plan such as setbacks, car parking, landscaping, etc; and k) The relationship of the subdivision layout to adjacent land suitable for subdivision. 	<p>The subject development application does not involve subdivision</p> <p>N/A</p>
1.2 Services	No changes to existing services.	Yes
1.3 Drainage	Council's Development Engineer has reviewed the proposal and advised that the proposed development is acceptable subject to conditions.	Yes
2.4 VC, Splay Kerb & gutter	Avoid service, trees & crossing	As existing.
	VC – corner site – min. 6m from tangent point	The subject site is not a corner allotment
	Corner site – dedicated splay corner - Residential: 3m x 3m - Commercial: 4m x 4m	N/A
2.7 Road Widening	Complies with appendix K	Not identified in Appendix K Road Widening map
3 Car Parking		

3.1 No. car parking spaces	<p><u>Parking Rates</u></p> <p>Office- 1 per 40m² (Total office space provided – 2,092m²) – 52.3~53 spaces</p> <p>Factory – 1 space per 70m² (Total factory space – 8,714m²) – 124.4~125 spaces</p> <p>(Note: The laboratory is considered as factory area for the purposes of applying the DCP car parking rates)</p> <p>Warehouse – 1 space per 300m² (Total 769m²) – 2.6~3 spaces</p> <p><u>Total required</u> 181 spaces</p>	<p>The plans indicate 217 car spaces proposed, including 3 accessible car spaces proposed on the Woodpark Road frontage and 56 undercover car spaces at the rear.</p> <p>Council's Development Engineer has reviewed the plans and considered that 9 car spaces numbered 138 to 146 are be deleted to make provision for unobstructed turning area for heavy vehicle up to and including B-double trucks. These spaces shall be marked and sign-posted as "no parking" area and condition is to be imposed to enforce this.</p> <p>The remaining car parking of 208 spaces will comply with the minimum required spaces to accommodate the proposed development of a scientific laboratory within the eastern warehouse. Condition is also to be imposed to ensure that the car parking area proposed will be used for the eastern warehouse only and not to be shared with the land use within the western warehouse.</p>	<p>Yes</p>
3.3 Dimensions	<p>Parking length – 5.5m</p>	<p>Yes – Subject to conditions to comply with relevant Australian Standards</p>	<p>Yes</p>
	<p>Parking width: Car parking spaces – 2.4m</p>	<p>Yes – Subject to conditions to comply with relevant Australian Standards</p>	<p>Yes</p>
	<p>Min. width of straight ramps: - One way: 3.5m - Two way: 6.5m</p>	<p>As existing.</p>	<p>Yes</p>

	- Separator width: 0.6m - Kerb to obstruction clearance: 0.3m		
3.5 Access	VC set back from side boundaries	As existing.	Yes
3.6 Accessible car parking	100-400sp: 2sp/100sp 400+sp: 1sp/100sp	3 accessible car parking spaces are to be provided for the development.	Yes
4.1 Tree and Landscape Works	Council approval is required for following prescribed trees/vegetation: <ul style="list-style-type: none"> - height of over 3.6m - Table 1 & 2 trees are not prescribed trees - Not including noxious weeds 	No trees are to be removed to facilitate the development. Accordingly, the proposal will not impact on the existing native vegetation on the site within the buffer zone, as no works proposed within this area.	Yes
4.2 Development Works including existing trees and landscaping	<ul style="list-style-type: none"> - Conserve and retain trees where possible. - Vehicular driveways shall be located a minimum of 3 metres from the outside edge of the trunk. 	As per the arborist report recommendation submitted with the application.	Yes
	Discourage the removal of the following trees: <ul style="list-style-type: none"> - significant height, size, portion or age - part of the streetscape - part of a wildlife habitat - indigenous, rare or endangered species - visual screening - remnant or riparian vegetation 	As per the arborist report recommendation submitted with the application.	Yes
5.0 Biodiversity	Refer to HLEP Biodiversity map. Tree and Landscape Works	The subject site is not identified containing biodiversity species	N/A
6 Soil Management			
6.1 Retaining Walls	Cut and fill shall not reduce the privacy of adjacent land use	Not proposed.	N/A
	Max. 2.2m overall wall and fence height from ground level on the lower side		
6.4 ESCP	Submission of a satisfactory erosion, sediment control plan (ESCP)	Subject to conditions	Yes
6.5 Salinity Management	Worst case scenario salinity potential to be considered, and response to include: strategies to protect infrastructure, including roads and	Subject to conditions	Yes

	underground services and to manage the water cycle		
7.0 Stormwater Management	Stormwater Management	The proposed stormwater management system on site has been reviewed by Council's Development Engineer and it is considered acceptable subject to conditions.	Yes
9.0 External Noise and Vibration	External Road Noise and Vibration	The subject site does not adjoin to the railway corridor or a busy road.	N/A
11 Waste Management	Waste Management Plan	Subject to conditions	Yes
Part D Industrial Controls			
2.1 Site area, frontage and GFA	Min. 24m street frontage	As existing.	Yes
	Comply with specific street setbacks in Section 2.5	As existing.	Yes
2.2 Site Layout	Locate buildings to reinforce the streetscape	The proposed building is orientated to Woodpark Road	Yes
	Design new buildings to minimise adverse effects on residential areas	No changes proposed to the building existing built form. Impact to the residential areas at the rear has been considered. Acoustic wall of the rooftop mechanical plant is required as part of the noise impact assessment recommendation that is also endorsed within the condition of consent, to mitigate noise impact on the adjoining sensitive land uses.	Yes
	Locate offices to address and activate the street/s	The proposed offices and associated terrace are orientated to Woodpark Road	Yes
	All services and buildings shall be contained within the site	Subject to conditions all services and buildings will be wholly contained in the site	Subject to conditions
	Where a site adjoins a non-industrial use other than residential, provide side and rear building setbacks of a minimum 4m	No changes proposed to existing setbacks to the residential use at the rear.	N/A

2.3 Amenity impacts on nearby and adjoining zones	New buildings shall not exceed the height limit of the adjoining sensitive land use on the common boundaries	Minor roof height changes to accommodate rooftop plant.	Yes
	Maintain significant views from adjoining residential areas	A minimum distance of 75m between the subject site and the adjoining residential properties provides sufficient separation of sightlines from the second storey development. No significant views will be affected from the proposal.	Yes
	Provide shadow diagrams for new buildings that exceed 6m in height and adjoin/opposite to a residential property	Due to the site orientation, it will not result in additional overshadowing to the residential properties located on the northern side of the subject development.	Yes
2.4 Building design and appearance	Address non-industrial aspect to streets)	The design is generally satisfactory, locating the warehousing components of the building to the rear and locating the office components with complemented architectural finishes to the street	Yes
	Avoid long blank walls of warehouse units facing the street or public domain	The warehouse building components are located to the sides and rear of the proposed development	Yes
	Articulate building faced or division of massing	The design provides sufficient articulation	Yes
	Architecturally express the structure of the building externally and minimise use of reflective glass or large blocks of one material	The architectural design is considered acceptable, incorporating appropriate modulation and articulation and is complemented by various material of finish	Yes
	Provide suitable toilets and amenities within the development	Toilet and amenities are provided in the proposed development	Yes

2.5 Setbacks	Landscape all front setbacks to provide a high quality street presence	The front yard of the development is sufficiently landscaped with mix of plants, trees and lawn, as existing.	Yes
	Front setback areas shall not be used for storage, display of goods, excessive signage, loading / unloading or large areas of car parking	Storage areas, loading areas and car parking are sufficiently screened by the landscaping, as existing.	Yes
	Proportionally increase any setbacks between the development and adjoining residential developments relative to the height of the development.	The proposal is for internal fitout and will maintain the existing built form.	Yes
	Min. 1m setback is required to at least one side boundary.	As existing.	Yes
	Where basement parking extends beyond the building envelope, a minimum soil depth of 1m is required.	Not proposed.	N/A
	All Streets west of Fairfield Road - 15m front setback	15m front setback provided, as existing.	Yes
2.6 Parking and vehicular access	Car parking rates shall be in accordance with Part A of this DCP	See above, satisfactory.	Yes
	Adequately dimensioned to facilitate convenient and safe usage for large rigid trucks	The carparking spaces provided on the site are conditioned to comply with the relevant Australian Standards and is to ensure safe access for large trucks	Yes
	Integrate parking with high quality landscaping	The landscaping provided on the site complements the hardstand areas for car parking appropriately	Yes
	Screen parking from street	The car parking provided on the site is predominantly located behind the front building. It is also noted that the hardstand areas for vehicular access on the site within the front yard is complemented by extensive landscaping, as existing.	Yes
	No tandem parking for new developments	The car parking layout proposed is considered acceptable. No tandem car parking proposed	Yes

	Max. 50% of street frontage as visitor parking	Visitor car parking on the street frontage is as existing.	Yes
	All loading/unloading area and majority of the car parking shall be at the rear or at the side of any buildings	The loading/unloading bay areas of the development are located behind the front building line.	Yes
	Design vehicular movement to and front the site to reduce conflict with street traffic and pedestrians	Council's Development Engineer has reviewed the vehicular movement on the site and has deemed it satisfactory subject to conditions	Yes
	Max. 8m vehicular crossing at boundary line	As existing.	Yes
	All vehicles shall enter and exit in forward direction	Vehicular entry and exit is in forward direction as proposed and is subject to conditions	Yes
	Parking areas, truck docks, driveways, vehicular ramps and turning areas are clear of obstruction	Subject to conditions Parking areas, truck docks, driveways, vehicular ramps and turning areas are clear of obstruction	Yes
	Setback service areas from non-industrial adjoining use	Service areas are for the development are appropriately located	Yes
	Line marked loading/unloading area	Subject to conditions, the loading and unloading areas shall be linemarked	Yes
3 Landscaping of Industrial Sites			
Development Control	Site area >2,000m ² : Min. 15%	No changes as existing.	Yes
4 Retail & Commercial uses in Industrial Zones			
Development Control	<p>C1. In the General Industrial IN1 and the Light Industrial IN2 zones, Council will only permit business and office premises and non-retail showrooms which:</p> <p>a) are ordinarily incidental or subsidiary to and situated on the same land as an industry;</p> <p>b) cover no more than 20% of the gross floor area of the industrial building; and</p>	The total ancillary office covers 2,092m ² - 18.07% of the floor area of the industrial building.	Yes

	c) provide no retailing or over-the-counter sales.		
	<p>The Council, under normal circumstances, restricts the hours of industrial operations to the hours of 7.00am to 7.00pm, Monday to Friday; 7.00am to 12 noon, Saturday and no work on Sunday.</p> <p>The Council, under normal circumstances, restricts the hours of retail trade in industrial zones to the hours of 7.00am to 8.00pm, Monday to Saturday and 7.00am to 2.00pm on Sunday.</p> <p>An acoustic report is required, where activities are proposed outside of Council's standard hours of operation.</p>	<p>The development application proposes 24 hours a day seven (7) days a week operation with external truck and forklift movements to be limited to between 7.00 a.m. and 10.00 p.m. Monday to Saturday and 8.00 a.m. to 10.00 p.m. Sunday and Public Holidays.</p> <p>The proposal has also been accompanied with a noise impact assessment for the proposed hours that has been reviewed by Council's Environmental Health Unit and deemed it to be satisfactory, subject to conditions imposed.</p>	Yes