

Appendix 18 - Warringah Development Control Plan 2011 – Compliance Table

Control	Comment	Compliance
Part B Built Form Controls		
B4 Site Coverage <ul style="list-style-type: none"> 33.3% - the total building footprint(s) must not cover more than 33.3% of the site area 	<ul style="list-style-type: none"> The proposed site cover is 53%, noting the existing site cover is also non-compliant at 42.8%. Despite the non-compliance with the control, the proposal meets the objectives of the control as: <ul style="list-style-type: none"> The proposal provides increased and enhances landscaping at the site displayed by the Landscape Plans at Appendix 3. The proposal increases the overall landscaped area at the site from 17% to 25% (i.e. from 2,593m² to 3,815m²). The perceived bulk and scale of the development is broken up through articulation and materiality as shown in the Architectural Plans at Appendix 2. A comprehensive stormwater management system has been designed to reduce runoff and prevent erosion and siltration as provided for at Appendix 4 and 5. Despite the buildings site cover slightly increasing, the overall hardstand associated with parking and circulation spaces has reduced which has allowed for additional plantings. As noted above, the proposal results in an increase in the total landscaped area at the site. This is directly related to the reduction in hardstand along the battle-axe handle and western boundary of the site which has allowed for additional plantings. 	Acceptable on merit
B5 Side Boundary Setback	<ul style="list-style-type: none"> The proposed building provides a zero setback to the eastern boundary 	Complies

Control	Comment	Compliance
<ul style="list-style-type: none"> Minimum Side Setback - nil 	and a 12.8m setback to the western boundary.	
B8 Merit assessment of front boundary setbacks <ul style="list-style-type: none"> The appropriate alignment of buildings to road frontages will be determined on a merit basis and will have regard to the: <ul style="list-style-type: none"> streetscape; amenity of surrounding properties; and setbacks of neighbouring development. 	<ul style="list-style-type: none"> The development is located on a battle-axe lot, reducing the visibility of the proposed building to the Aquatic Drive streetscape. The building has nil setback from the front boundary, but the irregularly shaped boundary sets the building back 21.99m from the extent of the front boundary where the lot adjoins Aquatic Drive The proposed setback is unlikely to impact the amenity of the surrounding properties noting the existing building also has a nil setback. The surrounding properties consist of business/light industrial land uses and are not sensitive receivers. 	Complies
B10 Merit assessment of rear boundary setbacks <ul style="list-style-type: none"> Rear boundary setbacks will be determined on a merit basis and will have regard to: <ul style="list-style-type: none"> streetscape; amenity of surrounding properties; and setbacks of neighbouring development. 	<ul style="list-style-type: none"> The rear setback is to Warringah Road, and therefore Part B14 controls apply. Nonetheless, there are no properties to the rear of the building which will be impacted by the development given it adjoins Warringah Road. 	N/A, Refer Control B14 below
B14 Main Road Setback <ul style="list-style-type: none"> Development is to be set back the minimum indicated on the DCP Map Main Road Setbacks. The measurement is to be made perpendicular to 	<ul style="list-style-type: none"> The building setback from Warringah Road ranges from 15.4m-23.2m with consideration to the irregular shape of the lot. The proposal maintains the existing setback at the eastern end of the building whilst decreasing it at the western end. Notwithstanding, this is considered acceptable given the 	Acceptable on merit

Control	Comment	Compliance
<p>the property boundary to the main road.</p> <ul style="list-style-type: none"> On land where the main roads setback is 30 metres, the front setback area: <ul style="list-style-type: none"> must be densely landscaped using locally occurring species of canopy trees and shrubs; and no signs are to be erected in the 30 metre front setback area. Ground level car parking may be permitted between 15 and 30 metres from the road boundary provided views of the car park area, from the main road, are screened by landscaping. 	<p>current development includes car parking within this setback area which the proposed building footprint aligns with. Additionally, the proposal continues to meet the objectives of the Main Road Setback control as:</p> <ul style="list-style-type: none"> All existing plantings within the main road setback are to be maintained which currently provide good screening of the development. These are to be maintained with respect to their 'Biodiversity Values' as identified under the Biodiversity Conservation Act 2016. The proposed development provides for a contemporary industrial building with high quality finishes and materials which will enhance the aesthetic quality of main roads. The proposal has been revised in light of Council's comments to soften any impacts as a result of the encroachment into the main road setback by providing a breakout space at the north-western corner of Level 2. This reduces the overall perceived bulk and massing at the buildings closest point to Warringah Road 	
Part C Siting Factors		
<p>C2 Traffic, Access and Safety:</p> <p>Vehicular access</p> <ul style="list-style-type: none"> Applicants shall demonstrate that the location of vehicular and pedestrian access meets the objectives. Vehicle access is to be obtained from minor 	<ul style="list-style-type: none"> The development will achieve the objectives of this part by: <ul style="list-style-type: none"> providing vehicular access from Aquatic Drive, a road designed for industrial purposes Providing 123 parking spots to accommodate the traffic it generates. 	Complies

Control	Comment	Compliance
<p>streets and lanes where available and practical.</p> <p>On-site loading and unloading</p> <ul style="list-style-type: none"> Facilities for the loading and unloading of service, delivery and emergency vehicles are to be: <ul style="list-style-type: none"> appropriate to the size and nature of the development; screened from public view; and designed so that vehicles may enter and leave in a forward direction. 	<ul style="list-style-type: none"> Avoids public transport routes areas of high pedestrian and cyclist traffic. The facilities for loading and unloading cover two floors of the warehouse and distribution centre, making it appropriate in size. Loading and unloading practices are screened as they are internal to the building, and the building is further screened by vegetation from the main road. There is sufficient space for vehicles to enter and leave in a forward direction. 	
<p>C3 Parking Facilities</p> <p>1. The following design principles shall be met</p> <ul style="list-style-type: none"> Garage doors and carports are to be integrated into the house design and to not dominate the façade. Parking is to be located within buildings or on site.; Laneways are to be used to provide rear access to carparking areas where possible; Carparking is to be provided partly or fully underground for apartment buildings and other large scale developments; Parking is to be located so that views of the street 	<ul style="list-style-type: none"> Rear access to the car parking is not feasible due to the site's adjacency to Warringah Road, a classified State Road. Parking is provided both at grade along the access driveway and internal, adjacent to warehouses and storage units in which it serves. Parking is not visible from the front window of a passing driver. 	Complies

Control	Comment	Compliance
<p>from front windows are not obscured; and</p> <ul style="list-style-type: none">• Where garages and carports face the street, ensure that the garage or carport opening does not exceed 6 metres or 50% of the building width, whichever is the lesser.		

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<p>C3 Parking Facilities</p> <p>2. Off street parking is to be provided within the property demonstrating that the following matters have been taken into account:</p> <ul style="list-style-type: none"> the land use; the hours of operation; the availability of public transport; the availability of alternative car parking; and the need for parking facilities for courier vehicles, delivery / service vehicles and bicycles 	<ul style="list-style-type: none"> The amount of parking spaces provided is consistent with relevant controls and designed for the industrial purpose of the development. Major bus routes are accessible within walking distance. 	Complies

Control	Comment	Compliance
<p>C3 Parking Facilities</p> <p>3. Carparking, other than for individual dwellings, shall:</p> <ul style="list-style-type: none"> • Avoid the use of mechanical car stacking spaces; • Not be readily apparent from public spaces • Provide safe and convenient pedestrian and traffic movement; • Include adequate provision for manoeuvring and convenient access to individual spaces; • Enable vehicles to enter and leave the site in a forward direction; • Incorporate unobstructed access to visitor parking spaces; • Be landscaped to shade parked vehicles, screen them from public view, assist in micro-climate management and create attractive and pleasant places; • Provide on site detention of stormwater, where appropriate; and • Minimum car parking dimensions are to be in accordance with AS/NZS 2890.1. 	<ul style="list-style-type: none"> • No mechanical car stacking spaces are proposed • The car parking is to be set back approximately 40 metres from the street with trees that, once mature, will be 6m wide and 15 m high, which limits parking areas from being readily apparent. • A path will be placed adjacent to the driveway for pedestrian access to the site, there is an existing roadside footpath. • There will be one lane travelling in each direction, providing enough space for manoeuvring and turning. • Landscaping will provide canopy cover and obscure views from the street • An on site detention system is proposed as detailed in the accompanying Civil Plans and Report at Appendix 4 and 5 respectively. • Car parking spaces will comply with relevant Australian Standards. 	Complies

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<p>C3 Parking Facilities</p> <ul style="list-style-type: none"> • Carparking is to be provided in accordance with Appendix 1 which details the rate of car parking for various land uses. Where the carparking rate is not specified in Appendix 1 or the WLEP, carparking must be adequate for the development having regard to the objectives and requirements of this clause. The rates specified in the Roads and Traffic Authority's Guide to Traffic Generating Development should be used as a guide where relevant. • Adequate provision for staff, customer and courier parking, and parking and turning of vehicles with trailers must be provided if appropriate to the land use. • For bulky goods premises adequate on-site parking spaces for service/delivery vehicles at a convenient location, separated from customer parking must be provided. • Where appropriate, car parking which meets the needs of people with physical disabilities must be provided in accordance with the 	<ul style="list-style-type: none"> • See Appendix 1 response below in table. • There will be 123 parking spaces, which is considered adequate for the expected number of workers and land use. • The Disability (Access to premises - buildings) Standards 2010 (Access to Premises Standards) set out one accessible space for every 100 car parking spaces, as such there will be 2 accessible spaces provided. 	Complies

Control	Comment	Compliance
relevant Australian Standard.		
<p>C3(A) Bicycle Parking and End of Trip Facilities</p> <ul style="list-style-type: none"> Bicycle parking facilities must be provided for new buildings and for alterations or additions to existing buildings. In the case of alterations or additions to existing buildings bicycle parking facilities are required for the additional floor area only. Bicycle parking shall be designed and constructed in accordance with Australian Standard AS 2890.3 – Bicycle Parking Facilities. Bicycle parking facilities shall be designed to be an integral part of the development and where visible from public places or streets, will complement the visual quality of the public domain. Bicycle parking shall be provided in accordance with the generation rates of land use - for light and general industry 1 per 200sqm GFA and 1 visitor spot per 600sqm GFA End of trip facilities must be provided for new buildings and for alterations or additions to 	<ul style="list-style-type: none"> The proposal will include provision for 8 bicycle parking spaces All spots will be designed in accordance with relevant provisions The bicycle parking spots are unlikely to be seen from any public spaces End of trip facilities are provided at ground floor as the development is for light industrial purposes. 	Complies

Control	Comment	Compliance
existing buildings. In the case of alterations or additions to existing buildings end of trip facilities are required for the additional floor area only. End of trip facilities are not required for schools, wholly residential buildings or residential components of mixed use buildings.		
<p>C4 Stormwater</p> <ul style="list-style-type: none"> Stormwater runoff must not cause downstream flooding and must have minimal environmental impact on any receiving stormwater infrastructure, watercourse, stream, lagoon, lake and waterway or the like. The stormwater drainage systems for all developments are to be designed, installed and maintained in accordance with Council's Water Management for Development Policy. 	<ul style="list-style-type: none"> The proposed stormwater management system has been designed to minimise any environmental impacts on stormwater infrastructure, watercourse, stream, lagoon, lake and waterway or the like. This is further detailed in the Civil Report at Appendix 5. 	Complies
<p>C6 Building over or adjacent to Constructed Council Drainage Easements</p> <ul style="list-style-type: none"> All development on land containing or adjacent to or proposing to reconstruct/relocate a public drainage system, must comply with Council's Water Management Policy and Building Over or 	<ul style="list-style-type: none"> No buildings are proposed over easements. 	Complies

Control	Comment	Compliance
<p>Adjacent to Constructed Council Drainage Systems and Easements technical specifications.</p> <ul style="list-style-type: none"> Any Council drainage line located within the property may require upgrading and easements created in favour of Council over the drainage line at the applicants expense 		
<p>C7 Excavation and Landfill</p> <ul style="list-style-type: none"> All landfill must be clean and not contain any materials that are contaminated and must comply with the relevant legislation. Excavation and landfill works must not result in any adverse impact on adjoining land. Excavated and landfill areas shall be constructed to ensure the geological stability of the work. Excavation and landfill shall not create siltation or pollution of waterways and drainage lines, or degrade or destroy the natural environment. Rehabilitation and revegetation techniques shall be applied to the fill. Where landfill is necessary, it is to be minimal and shall have no adverse effect on the visual and natural 	<ul style="list-style-type: none"> Any required fill will be clean. Required excavation will ensures that no adverse impacts are had on adjoining land. An erosion and sediment control plan is provided within the Civil Plans at Appendix 4 and further discussed within the Civil Report at Appendix 5. 	Complies

Control	Comment	Compliance
environment or adjoining and surrounding properties.		
<p>C8 Demolition and Construction</p> <ul style="list-style-type: none"> All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan 	<ul style="list-style-type: none"> A Waste Management Plan has been prepared by SLR Consulting and is provided at Appendix 13. 	Complies
<p>C9 Waste Management</p> <ul style="list-style-type: none"> All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan 	<ul style="list-style-type: none"> A Waste Management Plan has been prepared by SLR Consulting and is provided at Appendix 13. 	Complies
Part D Design		
<p>D1 Landscaped Open Space and Bushland Setting</p> <p>The required minimum area of landscaped open space is 33.3% as per the DCP Map. To measure the area of landscaped open space:</p> <ul style="list-style-type: none"> Driveways, paved areas, roofed areas, tennis courts, car parking and stormwater structures, 	<ul style="list-style-type: none"> The proposal will have 25% landscaped area which is considered acceptable as it will achieve the objectives of the control, noting: <ul style="list-style-type: none"> there will be increased planting and quality of the landscaping compared to the existing site conditions; it will enhance privacy to neighbouring buildings, particularly to the east; 	Acceptable on merit

Control	Comment	Compliance
<p>decks, etc, and any open space areas with a dimension of less than 2 metres are excluded from the calculation;</p> <ul style="list-style-type: none"> The water surface of swimming pools and impervious surfaces which occur naturally such as rock outcrops are included in the calculation; Landscaped open space must be at ground level (finished); and The minimum soil depth of land that can be included as landscaped open space is 1 metre. 	<ul style="list-style-type: none"> the irregular shape of the site, the biodiversity values, and bushfire affectation of the site make it difficult to increase landscaping at the site As detailed against the site cover control above, the proposal results in an overall net increase to landscaped area from existing. 	
<p>D3 Noise</p> <ul style="list-style-type: none"> Noise from combined operation of all mechanical plant and equipment must not generate noise levels that exceed the ambient background noise by more than 5dB(A) when measured in accordance with the NSW Industrial Noise Policy at the receiving boundary of residential and other noise sensitive land uses. Development near existing noise generating activities, such as industry and roads, is to be designed to mitigate the effect of that noise. Waste collection and delivery vehicles are not 	<ul style="list-style-type: none"> A Noise Impact Assessment prepared by SLR Consulting is provided at Appendix 9. As detailed in Section 6.5, the proposal will generally comply with all relevant noise requirements for industry. 	Complies

Control	Comment	Compliance
<p>to operate in the vicinity of residential uses between 10pm and 6am.</p> <ul style="list-style-type: none"> Where possible, locate noise sensitive rooms such as bedrooms and private open space away from noise sources. For example, locate kitchens or service areas closer to busy road frontages and bedrooms away from road frontages. Where possible, locate noise sources away from the bedroom areas of adjoining dwellings/properties to minimise impact. 		
<p>D6 Access to Sunlight</p> <ul style="list-style-type: none"> Development should avoid unreasonable overshadowing any public open space. 	<ul style="list-style-type: none"> The development does not overshadow any public open space 	Complies
<p>D7 Views</p> <ul style="list-style-type: none"> Development shall provide for the reasonable sharing of views 	<ul style="list-style-type: none"> Surrounding vegetation limits views, the proposed development is not likely to cause any view loss 	Complies
<p>D9 Building Bulk</p> <ul style="list-style-type: none"> Side and rear setbacks are to be progressively increased as wall height increases. Large areas of continuous wall planes are to be avoided by varying building setbacks and using appropriate techniques to provide visual relief. 	<ul style="list-style-type: none"> Side and rear setbacks are maintained, and are in accordance with the controls for the site Building materials and articulation have been carefully selected and designed to break up any perceived bulk. The proposal requires minimal earthworks to facilitate a level building pad. The building height and scale is not excessive for its location and context, 	Complies

Control	Comment	Compliance
<ul style="list-style-type: none"> On sloping land, the height and bulk of development (particularly on the downhill side) is to be minimised, and the need for cut and fill reduced by designs which minimise the building footprint and allow the building mass to step down the slope. In particular: <ul style="list-style-type: none"> The amount of fill is not to exceed one metre in depth. Fill is not to spread beyond the footprint of the building. Excavation of the landform is to be minimised. Building height and scale needs to relate to topography and site conditions. Orientate development to address the street. Use colour, materials and surface treatment to reduce building bulk. Landscape plantings are to be provided to reduce the visual bulk of new building and works. Articulate walls to reduce building mass 	<p>and is generally consistent with the existing height of the building at the site.</p> <ul style="list-style-type: none"> The building is accessed from a battleaxe driveway and not visible to Aquatic Drive. There is to a vegetated buffer provided between the development and Warringah Road to reduce impact to the main road. Planting will be used to screen viewpaths of the warehouse, particularly towards the main road. 	
<p>D10 Building Colours and Materials</p> <ul style="list-style-type: none"> In highly visible areas, the visual impact of new development (including any structures required to 	<ul style="list-style-type: none"> The existing, and retained landscaping limits the site's visibility from public spaces. Building colours have been selected to ensure a cohesive outcome with the industrial and commercial nature 	Complies

Control	Comment	Compliance
<p>retain land) is to be minimized through the use of appropriate colours and materials and landscaping.</p> <ul style="list-style-type: none"> The colours and materials of development on sites adjoining, or in close proximity to, bushland areas, waterways or the beach must blend into the natural landscape. The colours and materials used for alterations and additions to an existing structure shall complement the existing external building façade. 	<p>of the locality and built form character of surrounding buildings.</p>	
<p>D11 Roofs</p> <ul style="list-style-type: none"> Lift overruns, plant and other mechanical equipment are not to detract from the appearance of roofs. Roofs should complement the roof pitch and forms of the existing buildings in the streetscape. Articulate the roof with elements such as dormers, gables, balconies, verandahs and pergolas. Roofs shall incorporate eaves for shading. Roofing materials should not cause excessive glare and reflection. 	<ul style="list-style-type: none"> Mechanical features will not detract from the appearance of the roof. A skillion style roof is proposed, consistent with the built form character of surrounding development and typical of developments of this type. 	<p>Complies</p>

Control	Comment	Compliance
<ul style="list-style-type: none"> Service equipment, lift overruns, plant and other mechanical equipment on the roof shall be minimised by integrating as many services, etc as possible into the building. 		
<p>D12 Glare and Reflection</p> <ul style="list-style-type: none"> The overspill from artificial illumination or sun reflection is to be minimised by utilising one or more of the following: Selecting an appropriate lighting height that is practical and responds to the building and its neighbours; <ul style="list-style-type: none"> Minimising the lit area of signage; Locating the light source away from adjoining properties or boundaries; and Directing light spill within the site. Any glare from artificial illumination is to be minimised by utilising one or more of the following: <ul style="list-style-type: none"> Indirect lighting; Controlling the level of illumination; and Directing the light source away from view lines. Sunlight reflectivity that may impact on surrounding properties is to be minimised by 	<ul style="list-style-type: none"> No illuminated elements form part of this application Any reflectivity from sunlight is mitigated by the landscaping and vegetation surrounding the building. 	Complies

Control	Comment	Compliance
<p>utilising one or more of the following:</p> <ul style="list-style-type: none"> ○ Selecting materials for roofing, wall claddings and glazing that have less reflection eg medium to dark roof tones; ○ Orienting reflective materials away from properties that may be impacted; ○ Recessing glass into the façade; ○ Utilising shading devices; ○ Limiting the use of glazing on walls and glazed balustrades and avoiding the use of highly reflective glass; and ○ Selecting windows and openings that have a vertical emphasis and are significantly less in proportion to solid massing in walls. 		
<p>D13 Front Fences and Front Walls</p> <ul style="list-style-type: none"> • Fences, including side fences, located within the street setback area are to be compatible with the existing streetscape character. • Where a solid fence is required it is to be articulated to provide visual interest and set back to allow for 	<ul style="list-style-type: none"> • No new fencing is proposed 	N/A

Control	Comment	Compliance
<p>landscaping to soften and screen the appearance of the fence.</p> <ul style="list-style-type: none"> Fences located within the front building setback area are to complement the existing streetscape character. Fences are to be constructed to allow casual surveillance, except where there is excessive noise. Gates are not to encroach over the property boundary when opening or closing. Fences should complement the architectural period of the building. 		
<p>D14 Site Facilities</p> <ul style="list-style-type: none"> Site facilities including garbage and recycling enclosures, mail boxes and clothes drying facilities are to be adequate and convenient for users and services and are to have minimal visual impact from public places. In particular: <ul style="list-style-type: none"> Waste and recycling bin enclosures are to be durable, integrated with the building design and site landscaping, suitably screened from public places or streets and located for convenient access for collection; 	<ul style="list-style-type: none"> Waste management is detailed in Section 6.9 and within the WMP at Appendix 13. The WMP confirms adequate waste storage spaces have been provided for the facility. 	Complies

Control	Comment	Compliance
<ul style="list-style-type: none"> ○ All dwellings which are required to have landscaped open space are to be provided with adequate open air clothes drying facilities which are suitably screened from public places or streets; ○ Garbage areas are to be designed to avoid common problems such as smell, noise from collection vehicles and the visibility of containers; ○ Landscaping is to be provided to reduce the impact of all garbage and recycling enclosures. They are to be located away from habitable rooms, bedrooms or living areas that may detract from the amenity of occupants; and ○ Mail boxes are to be incorporated into the front fence or landscaping design. They are to be easily accessible and clearly identifiable. 		
<p>D18 Accessibility and Adaptability</p> <ul style="list-style-type: none"> • The design is to achieve a barrier free environment with 	<ul style="list-style-type: none"> • A BCA & Accessibility Assessment is provided at Appendix 14. • The assessment confirms that the proposal complies with the relevant provisions of the BCA, and where this 	Complies

Control	Comment	Compliance
<p>consideration given to the design of door handles and switches, entrances and corridors. Steep, rough and slippery surfaces, steps and stairs and narrow paths should be avoided.</p> <ul style="list-style-type: none"> • There are to be continuous, independent and barrier-free access ways incorporated into the design of buildings. • Pathways are to be reasonably level with minimal cross fall and sufficient width, comfortable seating and slip-resistant floor surfaces. • Where there is a change of level from the footpath to commercial or industrial floor levels, ramps rather than steps should be incorporated. • There is to be effective signage and sufficient illumination for people with a disability. • Tactile ground surface indicators for the orientation of people with visual impairments are to be provided in accordance with the relevant Australian Standard. • Access for people with a disability is to be provided at the main entrance to the development. 	<p>isn't possible, results in a satisfactory arrangement.</p>	

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<ul style="list-style-type: none"> Development is to comply with Australian Standard AS1428.2. Where a development comprises at least five (5) dwellings, 10% (rounded up to next whole number) of dwellings shall be capable of being adapted (Class C) under AS4299 		
<p>D20 Safety and Security</p> <ul style="list-style-type: none"> Buildings are to overlook streets as well as public and communal places to allow casual surveillance. Service areas and access ways are to be either secured or designed to allow casual surveillance. There is to be adequate lighting of entrances and pedestrian areas. After hours land use activities are to be given priority along primary pedestrian routes to increase safety. Entrances to buildings are to be from public streets wherever possible. For larger developments, a site management plan and formal risk assessment, including the consideration of the 'Crime Prevention through Environmental Design' principles may be required. This is relevant where, in Council's 	<ul style="list-style-type: none"> Due to the site constraints, being accessed by a battle-axe driveway and fronting a main road, passive surveillance is not a feasible outcome for the development as it contradicts B14 controls. The site is secured by a gate from Aquatic Drive. Pedestrian pathways will be adequately lighted. Site constraints prevent the site being directly accessed from public streets and providing passive surveillance over surrounding public land. All loading spaces are located within the building. Neighbouring developments provide passive surveillance over outdoor spaces of the development. 	Acceptable on merit

Control	Comment	Compliance
<p>opinion, the proposed development would present a crime, safety or security risk. See Crime Prevention and Assessment of Development Applications – Guidelines under Section 79C of the Environmental Planning and Assessment Act 1979 prepared by the Department of Urban Affairs and Planning (now Department of Planning).</p> <ul style="list-style-type: none"> • Buildings are to be designed to allow casual surveillance of the street, for example by <ul style="list-style-type: none"> ○ Maximising the glazed shop front on the ground level so that views in and out of the shop can be achieved; ○ Providing openings of an adequate size in the upper levels to maximise opportunities for surveillance; ○ Locating high use rooms to maximise casual surveillance; ○ Clearly displaying the street number on the front of the building in pedestrian view; and ○ Ensuring shop fronts are not obscured by planting, signage, 		

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<p>awnings and roller shutters.</p> <ul style="list-style-type: none"> Casual surveillance of loading areas is to be improved by: <ul style="list-style-type: none"> Providing side and rear openings from adjacent buildings that overlook service areas and clear sight lines; and Providing adequate day and night lighting which will reduce the risk of undesirable activity. Design entrances to buildings from public streets so that: <ul style="list-style-type: none"> Building entrances are clearly identifiable, defined, lit and visible; The residential component of a shop top housing development has a separate secure pedestrian entrance from the commercial component of the development; Main entrances are clearly identifiable; Pavement surfaces and signage direct pedestrian movements; and Potential conflict between pedestrians and vehicles is avoided. 		

Control	Comment	Compliance
<p>D21 Provision and Location of Utility Services</p> <ul style="list-style-type: none"> • If a proposed development will involve a need for them, utility services must be provided, including provision of the supply of water, gas, telecommunications and electricity and the satisfactory management of sewage and drainage. • Service structures, plant and equipment are to be located below ground or be designed to be an integral part of the development and suitably screened from public places or streets. • Where possible, underground utility services such as water, gas, telecommunications, electricity and gas are to be provided in a common trench. • The location of utility services should take account of and minimise any impact on natural features such as bushland and natural watercourses. • Where natural features are disturbed the soil profile should be restored and landscaping and tree planting should be sited and selected to minimise impact on services, 	<ul style="list-style-type: none"> • As detailed in the accompanying Civil Report, the proposal can be adequately connected to utility services. 	Complies

Control	Comment	Compliance
<p>including existing overhead cables.</p> <ul style="list-style-type: none"> Where utilities are located above ground, screening devices should include materials that complement the streetscape, for example fencing and landscaping. The location of service structures such as electricity substations should be within the site area. Habitable buildings must be connected to Sydney Water's sewerage system where the density is one dwelling per 1050 square metres or greater. On land where the density is less than one dwelling per 1050 square metres, and where connection to Sydney Water is not possible, Council may consider the on-site disposal of effluent where the applicant can demonstrate that the proposed sewerage systems or works are able to operate over the long term without causing unreasonable adverse effects. 		
<p>D22 Conservation of Energy and Water</p> <ul style="list-style-type: none"> The orientation, layout and landscaping of sites is to make the best use of natural 	<ul style="list-style-type: none"> A Sustainability Management Plan (SMP) is provided at Appendix 12 which detailed energy and water minimisation strategies for the proposed development. A rainwater harvesting system is set to be used to for non-potable uses. 	Complies

Control	Comment	Compliance
<p>ventilation, daylight and solar energy.</p> <ul style="list-style-type: none"> Site layout and structures are to allow for reasonable solar access for the purposes of water heating and electricity generation and maintain reasonable solar access to adjoining properties. Buildings are to be designed to minimize energy and water consumption. Landscape design is to assist in the conservation of energy and water. Reuse of stormwater for on-site irrigation and domestic use is to be encouraged, subject to consideration of public health risks. All development must comply with Council's Water Management Policy. 	<ul style="list-style-type: none"> The development will comply with Council's Water Management Policy 	
Part E The Natural Environment		
<p>E1 Preservation of Trees or Bushland Vegetation</p> <ul style="list-style-type: none"> Development is to be sited and designed to minimise the impact on remnant native vegetation, including canopy trees and understorey vegetation, and on 	<ul style="list-style-type: none"> As detailed in the Arborist Report at Appendix 10, the proposal avoids removal of majority of trees on site and only proposes to remove those impacted by the footprint of the proposal. Notwithstanding, a comprehensive landscaping scheme as detailed at Appendix 3 ensures these are replaced and enhanced through a variety of new plantings. 	Complies

Control	Comment	Compliance
<p>remnant native ground cover species.”</p> <ul style="list-style-type: none"> ○ Where the applicant demonstrates that no reasonable alternative design exists and a tree must be removed, suitable compensatory tree planting is required. Details including proposed species and the location of replacement planting are to be provided. ○ Development must also avoid any impact on trees on public land. ○ For development applications involving the construction of new buildings and works containing Classes 2-9 (BCA), the information contained in Appendix 11 is to be submitted. ○ Where trees proposed to be retained may be affected by the construction of new buildings and works of Classes 1 and 10, a Tree Protection Plan as per Appendix 12 of the DCP is to be submitted. 	<ul style="list-style-type: none"> • An Arborist Report has also been provided at Appendix 10 which demonstrates that the proposal has avoided the removal of any high value trees where possible. 	

Control	Comment	Compliance
<ul style="list-style-type: none"> Development applications which require the removal of bushland on land under the Warringah LEP 2011 must address relevant objectives and requirements of Parts E2, E3, E4, E5, E6, E7 and E8 of the Warringah DCP 2011. 		
<p>E2 Prescribed Vegetation</p> <ul style="list-style-type: none"> The following is prescribed for the purposes of clause 5.9(2) of Part 2 of the Vegetation SEPP: All native vegetation identified on: <ul style="list-style-type: none"> DCP Map Threatened and High Conservation Habitat DCP Map Wildlife Corridors DCP Map Native Vegetation known or potential habitat for threatened species, populations or ecological communities as listed under the NSW Threatened Species Conservation Act 1995 and/or the Commonwealth Environment Protection and Biodiversity 	<ul style="list-style-type: none"> The development is partially on land identified as wildlife corridors. Notwithstanding, this part of the site is where it adjoins Aquatic Drive and is limited to hardstand area which will be upgraded as part of this application. It is therefore considered that the proposal would not result in any additional impacts to those existing in relation to the wildlife corridor. 	Acceptable on merit

Control	Comment	Compliance
<p>Conservation Act 1999.</p> <ul style="list-style-type: none"> Development is to be situated and designed to minimise the impact on prescribed vegetation, including remnant canopy trees, understorey vegetation, and ground cover species. 		
<p>E10 Landslip Risk</p> <ul style="list-style-type: none"> The applicant must demonstrate that: <ul style="list-style-type: none"> The proposed development is justified in terms of geotechnical stability; and The proposed development will be carried out in accordance with good engineering practice. Development must not cause detrimental impacts because of stormwater discharge from the land. Development must not cause detrimental impact on the existing subsurface flow conditions including those of other properties. 	<ul style="list-style-type: none"> Site is partially within Area A and Area B on the landslide risk map. A Geotechnical Investigation is provided at Appendix 6 demonstrating the proposed development is appropriate for the site and will not cause detrimental impacts on groundwater or subsurface flows. 	Complies
Part H Appendices		
<p>Appendix 1 Car Parking Requirements</p>	<ul style="list-style-type: none"> The proposal provides mezzanines which will act as office spaces for each warehouse unit. 	Complies

Control	Comment	Compliance
<ul style="list-style-type: none"> Warehouse or distribution centre <ul style="list-style-type: none"> 1.3 spaces per 100sqm GFA (including up to 20% of floor area as office premises space component. Office premises component above 20% determined at office premises rate). 	<ul style="list-style-type: none"> Accordingly, car parking requirements have been calculated utilising the warehouse and office rates as stipulated under the DCP. It is noted that there is no parking control for self-storage units and so these have been calculated based on the <i>Parking and Traffic Study – Supporting the self-storage industry of Australia and New Zealand</i> document prepared by Stantec. As discussed and summarised in Section 6.4, the proposal requires 123 car parking spaces of which 123 are provided. 	

Table 1: Warringah DCP Assessment