Attachment 3 – Auburn Development Control Plan 2010

INDUSTRIAL AREAS				
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*	☒	☐	☐	*The site is zoned B6 - Enterprise Corridor under the Auburn Local Environmental Plan 2010.*
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.	☒	☐	☐	The building design incorporates a variety of materials to create visual interest.
D2 On corner sites, the building reinforces the corner by massing and façade orientation.	☒	☐	☐	The building responds appropriately to its corner location
D3 Number of storeys - B6 Enterprise Corridor Development for hotel and motel accommodation and office premises on land zoned B6 Enterprise Corridor on 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.**	☐	☒	☐	The proposal is for hotel accommodation on B6 zoned land. See comment below. **The proposal has an eight storey presentation to both streets which is more than the permitted maximum of 6 storeys.** **This is considered satisfactory despite the non-compliance as the proposal complies with the 27 m height standard for office and hotel accommodation within the Parramatta Road Precinct.**

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.	☐	☐	☒	No fencing proposed.
D2 Facades of new industrial buildings shall adopt a contemporary appearance.	☐	☐	☒	No industrial buildings proposed.
D3 Facades of proposed infill development located in established industrial areas shall reflect the style and architecture of adjoining buildings.	☐	☐	☒	The subject site is not within an established industrial area.
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 proposed building includes architectural features to create visual interest including different brick finishes and horizontal louvres.
3.2 Front setbacks				
Development controls				
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 proposal has a setback of 4 m to Parramatta Road (primary street). This is less than the required minimum but considered satisfactory subject to conditions to provide additional planting within the setback.** The proposal has a setback of 3.3 m to Melton Street
D1 Front setback areas shall not be used for car parking, storage or display of goods.	☒	☐	☐	Car parking, storage, etc. is provided within the basement.

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. In such circumstances a 4.5m landscape setback is required.	☒	☐	☐	A nil setback is proposed to the northern and western boundaries.
D2 Where a site adjoins a residential zone, side and rear setbacks of 3m shall be required.	☐	☐	☒	Adjoining site is zoned B6
D3 Development adjacent to Duck River shall provide a 5 m 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.	☐	☐	☒	Site is not 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.	☒	☐	☐	Landscaping provided to southern and western setbacks.
D2 Storage areas and other potentially unsightly areas shall be screened from adjacent properties.	☒	☐	☐	Storage and services are contained within the building envelope and not visible from the public domain or from other 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.	☒	☐	☐	Landscaping provided is considered appropriate given the proposed use of the building and its location on Parramatta Road.
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.	☐	☐	☒	Car parking is provided within the basement.

D5 In open parking areas, 1 shade tree per 10 spaces shall be planted within the parking area.	☐	☐	☒	Car parking is provided within the basement.
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.	☒	☐	☐	217.3 m^2 of landscaping is provided. This equates to 16.3 % of the total site area
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 proposed.
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).	☒	☐	☐	The proposed landscaping does not compromise safety or surveillance of the street.
D9 Landscaping shall allow sufficient line of sight for pedestrians, cyclist and vehicles.	☒	☐	☐	Adequate sight lines for pedestrians, cyclists and vehicles are provided.
D10 Paving and other hard surfaces shall be consistent with architectural elements.	☒	☐	☐	Proposal complies.
5.0 Access and Car Parking				
5.1 Access and car parking requirements				
D1 Applicants shall refer to the Parking and Loading Part for parking and access requirements.	☒	☐	☐	See comments elsewhere in this report.
5.2 Service areas				
Development controls **D1** 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.	☒	☐	☐	There is sufficient space for on-site waste collection including access for a heavy rigid vehicle.
6.0 Stormwater Drainage				
D1 Applicants shall consult the Stormwater Drainage Part of this DCP for stormwater drainage requirements.	☒	☐	☐	The proposed stormwater management system has been reviewed by Council's Development Engineer and is considered satisfactory subject to conditions.
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.	☐	☒	☐	The building is not oriented towards the north.
D2 Building elevation treatments shall control solar access into the building by the use of appropriate shading devices and methods.	☒	☐	☐	Horizontal louvres will control solar access into the building on northern, eastern and western elevations.
D3 The amount of exposed glazing to the eastern and western facades of buildings shall be minimised.	☒	☐	☐	No exposed glazing to eastern or western facades.
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.	☐	☒	☐	No renewable energy sources proposed.
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.	☒	☐	☐	Proposed colour schedule is acceptable.
D6 High thermal mass materials shall be used wherever possible.	☒	☐	☐	Building is predominantly composed of brick.
D7 *Roofs and walls shall be well insulated in office components of buildings to reduce winter heat loss and summer heat gain.*	☐	☒	☐	*Details not provided with DA documentation. The proposal will need to comply with Section J of the National Construction Code. This will be addressed by the Certifying Authority at construction certificate stage.*
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.	☐	☐	☒	It is not possible to provide cross ventilation to the proposed hotel rooms as they are single aspect.
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.	☐	☒	☐	No details provided with the DA to demonstrate water efficiency. The development will need to comply with section J of the National Construction Code. This will be addressed by the certifying authority at construction certificate stage.
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.	☐	☒	☐	
7.4 Rainwater tanks				
Development controls				
D1 Rainwater tanks installed above ground or underground shall meet the relevant Australian Standards.	☒	☐	☐	5000L rain water tank proposed at level 7.
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.	☐	☐	☒	Proposed rainwater tank is within the mechanical plant room and will not be visible from the public domain.
D3 Above ground rainwater tanks				Proposed rainwater tank will not

installed shall not be visible from a primary road frontage and shall not be visually dominant.	☐	☐	☒	be visible.
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.	☒	☐	☐	Updated stormwater layout plans to be provided prior to the issue of a construction certificate.
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 extended hours of operation are approved.	☒	☐	☐	The site is within 200 m of residential zoned land (on the opposite side of Parramatta Road and the proposed hours of operation are 24 hours, 7 days. An acoustic report was submitted by the applicant and demonstrates that the proposed use can operate within the relevant noise guidelines, maintaining the amenity of the neighbouring residential properties. Conditions to be imposed requiring compliance with the recommendations of the acoustic report.
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 Guidelines • Noise from Rail Infrastructure Projects • Environmental Criteria for Road Traffic	☐	☐	☒	The site is not adjacent to residential zoned land.

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.	☐	☐	☒	No storage yard or waste depot proposed.
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.	☐	☐	☒	It is recommended that conditions be imposed on any consent issued requiring the development to comply with the Protection of the Environment Operations Act.
D2 All spray painting shall be carried out in a spray booth constructed and ventilated in accordance with the relevant Australian Standards.	☐	☐	☒	No spray painting proposed.
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.	☐	☐	☒	No industrial development proposed.
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 hazardous and offensive	☐	☐	☒	The development does not pose a risk to the locality and does not involve the discharge of pollutants.

development; and • whether any public authority should be consulted concerning any environmental and land use safety requirement. **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.	☐	☐	☒	No dangerous goods storage proposed.
9.0 Subdivision				
9.1 Lot sizes and access				
Development controls **D1** The minimum average width shall be 30m.	☒	☐	☐	The site has frontage of 36.825 to Parramatta Road and 37.39 m to Melton Street.
D2 Direct access onto state roads shall not be granted unless presently provided or if an alternative vehicular access point is unavailable.	☒	☐	☐	The proposed vehicular access is from Melton Street.
D3 New lots shall remove or reduce vehicular driveways and access points to main or arterial roads where alternatives are available.	☒	☐	☐	The existing crossover to Parramatta Road will be removed.
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. **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.	☐	☐	☒	No subdivision proposed.
PARKING AND LOADING				
Requirement	**Yes**	**No**	**N/A**	**Comment**
2.0 Off-Street Parking Requirements				

Development controls **D1 All new development shall provide off-street parking in accordance with the parking requirement tables of the respective developments in this Part.**	☐	☒	☐	**The proposal does not comply with the minimum parking requirement as detailed below. The number of parking spaces provided is considered sufficient for the proposed use, subject to conditions for the facilities on site to be restricted to use by hotel patrons and staff.**
D2 That in circumstances where a land use is not defined by this plan, the application shall be accompanied by a detailed parking assessment prepared by a suitably qualified professional which includes: • A detailed parking survey of similar establishments located in areas that demonstrate similar traffic and parking demand characteristics; • Other transport facilities included in the development; • Anticipated traffic generation directional distribution and nature of impacts expected; • An assessment as to whether the precinct is experiencing traffic and on-street parking congestion and the implications that development will have on existing situation; • An assessment of existing public transport networks that service the site, particularly in the off-peak, night and weekend periods and initiatives to encourage its usage; • Possible demand for car parking space from adjoining localities; • Occasional need for overflow car parking; and • Requirements of people with a limited mobility, sensory impairment.	☐	☐	☒	N/A – specific rates apply to this type of development as detailed below.
3.0 Design of parking facilities				
3.1 Bicycle parking **Development controls** **D1** Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1,000sqm and shall be designed in accordance with AS2890.3 - Bicycle Parking Facilities.	☒	☐	☐	Bicycle parking spaces are provided within the basement area. The bicycle storage is conveniently located and complies with the relevant Australian Standard.
3.2 Access driveway and circulation roadway design				
Development controls **D1** Circulation driveways are designed to: • Enable vehicles to enter the parking	☒	☐	☐	The driveway design has been reviewed by Council's Engineer and

space in a single turning movement; • Enable vehicles to leave the parking space in no more than two turning movements; • Comply with AS2890 (all parts); • Comply with AS1429.1 – Design for Access and Mobility; and • Comply with Council's road design specifications and quality assurance requirements.				is considered satisfactory.
D2 Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle manoeuvring shall be designed and justified using 'Auto Turn' or the like.	☒	☐	☐	Amended plans provide for a medium rigid vehicle to access the site. This will be sufficient to allow for on-site waste collection.
D3 Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.	☐	☐	☒	Not applicable – basement parking provided.
D4 Access driveways shall be located and designed to minimise loss of on-street parking.	☒	☐	☐	There are five accessible spaces proposed. The accessible spaces comply with AS 1429.1 The driveway, car parking area and aisle accessways are wholly located within the building complex or underground.
D5 Access driveway shall have a minimum width of 3.0m unless elsewhere specified.	☒	☐	☐	The proposed driveways are minimum 4 m wide at the property boundary.
D6 Access driveways shall be located a minimum of 1.2m clear from power poles and drainage pits	☒	☐	☐	Proposal complies.
3.3 Sight distance and pedestrian safety				
Development controls				
D1 Access driveways and circulation roadways shall be design to comply with sight distance requirements specified in AS2890 - Parking Facilities.	☒	☐	☐	Council's Development Engineer advises that the proposed access and circulation arrangements comply with the Australian Standard.
D2 Obstruction/fences shall be eliminated to provide adequate sight distances.	☒	☐	☐	Adequate sight distances provided
3.4 General parking design				
Development controls				
D1 Visual dominance of car parking areas and access driveways shall be reduced.	☒	☐	☐	Proposal complies. Vehicular access is provided from the secondary street and parking is provided in the basement.

D2 All basement/underground car parks shall be designed to enter and leave the site in a forward direction.	☒	☐	☐	Design allows for all vehicles to enter and exit the site in a forward direction.
D3 Car parking modules and access paths shall be designed to comply with AS2890 - Parking Facilities (all parts). <u>Note 1</u>: Disabled parking shall comply with AS2890 - Parking Facilities requirements. Parking bay envelope width shall be maintained for the length of the parking bay. <u>Note 2</u>: Visitor parking dimensions shall be a minimum 2.6 metres by 5.4 metres.	☒	☐	☐	Car parking design has been reviewed by Council's engineer and complies with the relevant Standard
D4 All pedestrian paths and ramps shall: • Have a minimum width of 1000mm; • Have a non-slip finish; • Not be steep (ramp grades between 1:20 and 1:14 are preferred); • Comply with AS1428.1 – Design for Access and Mobility; and • Comply with AS1428.2 – Standards for blind people or people with vision impairment.	☒	☐	☐	All pedestrian paths comply with the relevant requirements.
5.0 Commercial development				
5.1.1 General parking design **Development controls**				
D1 Car parking shall be provided at the rear of the development or be fully underground.	☒	☐	☐	Car parking is provided underground.
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 integrated into the building design.
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.	☐	☐	☒	Not applicable.
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.	☐	☐	☒	The Section 94 Contribution for car parking does not apply to the site.
5.1.2 Access and driveway design				

Development controls				
D1 Car park entries and driveways shall be kept to a minimum and shall not be located on primary or core retail streets.	☒	☐	☐	There are two driveways proposed to allow for separation of traffic entering and exiting the site.
D2 Driveways shall be designed to allow vehicles to enter and leave in a forward direction.	☒	☐	☐	All vehicles can enter and exit the site in a forward direction.
D3 Vehicular access shall be designed to avoid conflicts with pedestrians.	☒	☐	☐	The design avoids conflicts between pedestrians and vehicles.
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.	☒	☐	☐	The access and circulation arrangements provide for all vehicles to manoeuvre within the site and exit in a forward direction.
D5 Driveways shall be located and designed so as to avoid the following: • being located opposite other existing access ways with significant vehicle usage; • restricting sight distances; • on-street queuing; • an intersection controlled by traffic signals within 25m on the approach side; • a signalled intersection of any major roads within 90m; • an intersection controlled by a stop or give way sign within 12m on the approach side; • the approach side of any intersection within 10m; • a property boundary on the departure side of any intersection within 10m; and • the commencement of a median island within 6m.	☒	☐	☐	The proposed driveways are appropriately located to provide adequate sight distances, prevent on-street queueing, and avoid intersections.
D6 The maximum grade of manoeuvring areas and all access roadways shall comply with AS 2890 - Parking Facilities.	☒	☐	☐	The driveways and parking areas comply with the relevant requirements of AS 2890.
D7 Where sites front on to main or arterial roads, driveways shall be minimised or located on side or rear road frontages where available.	☒	☐	☐	Access is provided from the secondary frontage (Melton Street).
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.	☒	☐	☐	Reviewed by Council's Engineer and considered satisfactory.

<table>
<tr><td>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.</td><td>☒</td><td>☐</td><td>☐</td><td>Reviewed by Council's Engineer and considered satisfactory.</td></tr>
<tr><td>5.1.3 Access driveway design</td><td></td><td></td><td></td><td></td></tr>
<tr><td>Development controls

D1 Access driveways with a length exceeding 50m shall incorporate:

• a driveway width, that allows for the passing of vehicles in opposite directions. This can be achieved by intermittent passing bays; and
• turning areas for service vehicles.</td><td>☐</td><td>☐</td><td>☒</td><td>The access driveway is less than 50 m in length.</td></tr>
<tr><td>5.1.4 Number of car parking spaces</td><td></td><td></td><td></td><td></td></tr>
<tr><td>Development controls

D1 Car parking for commercial development shall comply with the requirements in Table 6:

Table 6 - Summary of parking requirements

<table><tr><th>Land use</th><th>Parking requirements</th></tr><tr><td>Hotel or motel accommodation</td><td>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</td></tr></table></td><td>☐</td><td>☒</td><td>☐</td><td>1 space per room = 112 spaces

1 space per 2 employees = 3 spaces
Total number of spaces required = 115

The restaurant at level 1 is for the use of hotel patrons only and will not be open to the general public. As such, no additional parking spaces are required for this component of the development. This is reinforced by a condition in the draft consent.

92 basement parking spaces are proposed, and an additional 3 drop off spaces are provided adjacent to the lobby. This results in a deficiency of 20 spaces.

The proposal relies on a reduced parking rate of 1.5 spaces per dual key room, which has been applied to other hotel developments in the area. When this reduced rate is applied, the total number of parking spaces required is 110.

This is considered satisfactory as the DCP parking rate assumes 100% occupancy of the hotel rooms, where surveys of other hotel developments indicate that the practical peak occupancy rate is closer to 90%. The applicant's traffic impact report indicates that this is sufficient as</td></tr>
</table>

				hotels are subject to high levels of management and can therefore control parking demand to match availability. **The application was reviewed by Council's Engineer who advised that the proposal is satisfactory subject to conditions.** **A condition is included in the draft determination to require the preparation, submission and implementation of a plan of management to ensure that the use of the hotel does not impact on off site parking availability.**
7.0 Loading requirements				
Development controls				
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 vehicular access arrangements provide for entry and exit in a forward direction.
D2 Industrial developments having a floor area greater than 400sqm shall include loading and unloading facilities to accommodate a 'heavy rigid vehicle' as classified under AS2890 – Parking Facilities. Smaller developments shall make a provision for a 'medium rigid vehicle' as classified under the 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 AS2890 – Parking Facilities.	☐	☐	☒	This is not an industrial development.
D3 Note: The applicant shall identify the likely service vehicle sizes accessing the site and shall provide service vehicle spaces in accordance with AS2890 – Parking Facilities.	☒	☐	☐	The loading facilities are on a separate level to the visitor and employee parking.
D4 Loading/unloading facilities shall be positioned so as to not interfere with visitor/employee or resident designated parking spaces.	☒	☐	☐	Separate areas are provided for waste storage, loading, services, etc.
D5 The service area shall be a physically defined location which is not used for other purposes, such as the storage of goods and equipment.	☒	☐	☐	The loading dock can accommodate a medium rigid truck which is suitable for waste collection.
D6 The design of loading docks shall accommodate the type of delivery vehicles associated with the	☐	☐	☒	All loading and unloading activities are to occur within the site. The

	development and potential uses of the development.				loading dock is located at the rear.
D7	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.				
D8	**That loading bays for trucks and commercial vehicles shall be provided in accordance with 9:** Land use / Loading requirements Business and office premises: 1 space per 4,000m2 GFA up to 20,000m2 GFA plus 1 space per 8,000m2 thereafter Retail premises - shops and food and drink premises: 1 space per 400m2 GFA up to 2,000m2 GFA plus 1 space per 1,000m2 thereafter Hotel and 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 Note: It is not possible to establish criteria for the size of trucks likely to access the land uses specified above. This will be done on a case by case basis. Larger trucks such as B-Doubles shall be assessed on their individual requirements, but will usually require a minimum loading area dimension of 25 metres (length) by 3.5 metres (width). The heights of the loading area, platform in the service bay and of the service bay itself will vary with vehicle type and loading/unloading methods.	☐	☒	☐	The proposal is for 112 rooms and as such 2.24 loading docks are required. The restaurant is less than 1000 m^2 and as such does not require additional loading area. The plans show 2 loading bays at ground level which is considered sufficient in this case.
D9	Loading/unloading areas shall be provided in accordance with AS2890.2 - Off-Street Commercial Vehicle Facilities.	☒	☐	☐	The loading areas have been reviewed by Council's Engineer and are considered satisfactory with regard to the relevant Standard.