

Table 1. BDCP 2015 Assessment

Item	Requirement	Comment
<b>Part A – Introduction and General Guidelines</b>		
6. Car parking – Industry and Light Industry	<p>Car parking is to be provided in accordance with the relevant land use.</p> <p>For Light Industry, the rates are:</p> <ul style="list-style-type: none"> <li>• 1 space per 75sqm GFA</li> </ul> <p><u>PLUS</u></p> <ul style="list-style-type: none"> <li>• 1 space per 40sqm GFA for the office component.</li> </ul>	<p><b>COMPLIES WITH INTENT.</b> A departure from the DCP car parking rates is proposed, noting that a data centre is a bespoke land use for which the DCP does not provide specific car parking rates. Whilst 31 parking spaces are proposed, strict application of the DCP rates would result in the required provision of 122 spaces.</p> <p>In line with the stated principles within the DCP for determining parking, a detailed parking needs assessment has been undertaken to determine the appropriate rate for this specific development. As discussed further in Section 6.6 of the EIS, the assessment undertaken identifies a need for 30 spaces on site.</p>
6.4 Design of parking areas	<ul style="list-style-type: none"> <li>• Vehicles must be able to enter and leave in a forward direction.</li> <li>• Ingress/egress to or from the site should not be gained off existing high volume roads where an alternative access can be provided.</li> <li>• Limit to one point of ingress and one point of egress.</li> <li>• Aisle widths, bay dimensions to comply with Australian Standards.</li> <li>• Minimise potential for pedestrian / vehicle conflict.</li> </ul>	<p><b>COMPLIES.</b> Refer to Section 6.6 of this EIS for more detailed discussion on parking area design.</p>

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	<ul style="list-style-type: none"> <li>• Provide facilities for bicycle parking and storage.</li> <li>• Parking for people with a disability to be provided.</li> <li>• Parking areas to be landscaped to provide shade and improve visual amenity of large all-weather surfaces.</li> </ul>	
<b>Part E – Development in the Industrial Areas</b>		
4.1 Setbacks	<p><u>Front Setbacks</u> 10m from a road zoned SP2 – Infrastructure (Local Road)</p> <p><u>Side Street Setback</u> 3m for corner allotments (not a classified road or a road zoned SP2) provided a satisfactory façade outcome is proposed.</p> <p><u>Side and Rear Setbacks</u> Side and rear setbacks may be required depending on the nature of adjoining development and the individual circumstances.</p>	<p><b>COMPLIES.</b> The development has setbacks of:</p> <ul style="list-style-type: none"> <li>• 13.4m behind the approved data centre SYD09, which itself was setback to Station Road (front setback);</li> <li>• 14.1m to McCoy Street road reserve (side street setback);</li> <li>• 41.2m to the rear boundary; and</li> <li>• 31.4m to the northwestern side boundary.</li> </ul>
4.2 Landscaping	(a) Every effort should be made to preserve existing trees and any associated native understorey in accordance with the provisions of Clause 5.9 of Blacktown LEP 2015 (Preservation of Trees or Vegetation)	<p><b>GENERALLY COMPLIES.</b> Landscaping is proposed around the perimeter of the site and will include a mix of trees, shrubs, and groundcovers/grasses.</p>

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	<p>(b) All setback areas are to be landscaped and maintained incorporating as many existing trees as possible. Undeveloped areas are to be stabilised to prevent soil erosion. Landscaping may be required around the perimeter of undeveloped areas</p> <p>(c) Car parking areas are to be suitably treated with landscaping to soften the appearance of the areas and to provide shade for parked cars. At a minimum standard one tree should be planted every 10 metres and be at a minimum height of 1m at the time of planting. Trees should be planted to achieve 50% shading of the carpark at ten year maturity. Appendix 1 provides a list of the tree species recommended by Council, with native species favoured. Undeveloped areas are to be stabilised to prevent soil erosion</p> <p>(d) All landscaped areas are to be separated from vehicular areas by means of a kerb, dwarf wall or other effective physical barrier, however full fencing of landscaped areas is not encouraged</p> <p>(e) Earth mounding (where on-site detention of drainage is not required) may be used within the setback area. Embankments that are not finished with rockeries or walls should not be steeper than 1:4 gradient in order to enable vegetation to be grown and maintained</p> <p>(f) All irrigation systems shall be automatic and designed to meet specific site requirements. Minimisation of water consumption should also be a consideration in the design of irrigation systems. Reliance on irrigation systems for the survival of chosen plant species is not encouraged.</p>	<p>Within the site itself, there are lesser opportunities for comprehensive landscape cover noting the need to provide sufficient hardstand space for heavy vehicle circulation and parking areas.</p> <p>Landscaped areas are otherwise separated from vehicular areas by means of a kerb, and irrigation systems have been designed in accordance with Council's requirements which includes utilising rainwater tank storage for watering.</p>

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<p>4.3 Consideration of adjoining land</p>	<p>Where development is proposed on major traffic routes or near to or adjoining a residential or RE1 – Public Recreation Zone, <b>Council will have particular regard to:</b></p> <p>(a) The appearance of the development from through roads and adjoining land.</p> <p>(b) The appearance of the development from elevated residential areas. For example, the use of non-reflective building materials or the use of materials which blend with the landscape</p> <p>(c) The likely level of air pollution (both odour and chemical content) to be emitted by the development</p> <p>(d) The likely level of noise to be emitted by the development, particularly its effect on the use of adjoining residential land</p> <p>(e) The potential effect of the development on solar access to adjoining non-industrial land. Council may require the submission of shadow diagrams indicating the effect of shadows between 9am and 3pm on 21 June.</p>	<p><b>SATISFIES CONSIDERATIONS.</b> The development is near to McCoy Park, located in the Parramatta LGA.</p> <p>As demonstrated in this EIS, DPE can be satisfied that the items listed for consideration in this DCP item have been addressed, as:</p> <p>(a) The VIA described in Section 6.2 of this EIS demonstrates the generally low visual impacts of the development from McCoy Park, particularly as the development will largely be screened from this view.</p> <p>(b) The building will use non-reflective, and generally neutral materials to assist in minimising its visual impacts.</p> <p>(c) Air pollution impacts are considered acceptable, as outlined in Section 6.5.</p> <p>(d) Noise emissions are in accordance with relevant standards, as outlined in Section 6.3.</p>

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		(e) Overshadowing to adjoining land is generally minimal, and only occurs to adjoining public open space in the afternoon in mid-winter, as outlined in Section 6.1.1.
4.4 Development in the IN1 Zone adjoining residential land	Council must take into consideration the matters listed in Clause 7.8 of the BLEP 2015.	<b>COMPLIES.</b> See Section 4.4.4 of this EIS.
4.5 Building design and construction	<p>Council seeks a high standard of visual and environmental quality, including high aesthetic standards for building design.</p> <p>Building facades to street frontages, with a minimum 3m return, must be constructed of face brick or decorative masonry blocks (not standard concrete blocks) or other building materials to the requirements of Council.</p>	<b>COMPLIES.</b> A high standard of architectural design has been proposed which incorporates a neutral, dark colour scheme to plant areas to reduce visibility, and a façade that incorporates a combination of horizontally modulated, neutral coloured panels with glazing for a simple and efficient building form.