



APPENDIX C – STATUTORY COMPLIANCE TABLE

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
Environmental Planning and Assessment Act			
Section 1.3	<i>To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources</i>	The proposed development will promote the economic welfare of the community by providing employment opportunities on a vacant industrial zoned site, whilst minimising any impacts on amenity.	Section 6 and 7
	<i>To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i>	The proposal addresses the principles of ESD being; the precautionary principle, intergenerational equity, conservation of biological and ecological integrity and improved valuation, pricing and incentive mechanisms in accordance with the requirements of the <i>Environmental Planning and Assessment Regulation 2000</i> and as outlined in the main body of the EIS.	
	<i>To promote the orderly and economic use and development of land</i>	The proposed development provides for the highest and best use of the site through the development of brownfield vacant industrial land in accordance with the strategic industrial allocation. The proposal will deliver a state-of-the-art facility and will be one of Sydney's primary multi-level warehousing and distribution centres.	



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p><i>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</i></p>	<p>The site previously contained a large industrial warehouse that has since been demolished and now is a vacant hardstand. As such, the environmental value of the site is of nominal significance. The subject site is not known to contain any threatened native animals, plants or ecological communities.</p>	
Section 4.15	<p>Relevant environmental planning instruments:</p> <ul style="list-style-type: none"> ▪ SEPP 55 – Remediation of Land ▪ SEPP – (Infrastructure) 2007 ▪ SEPP – Three Ports (2013) ▪ SEPP 64 – Advertising and Signage ▪ SEPP (State and Regional Development) ▪ SEPP 33 - Hazardous and Offensive Development 	<p>See detail below under State Environmental Planning Policies (SEPPs).</p>	-
	<p>Draft environmental planning instruments:</p> <ul style="list-style-type: none"> ▪ <i>Draft State Environmental Planning Policy (Remediation of Land)</i> ▪ <i>Draft SEPP – Strategic Transport Corridors</i> 	<p>See detail below under SEPPs.</p>	-



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	Relevant planning agreement or draft planning agreement		Section 4.3
	<i>Environmental Planning and Assessment Regulation 2000 – Schedule 2</i>	This EIS has been prepared in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000.	-
	Development control plans: <ul style="list-style-type: none"> ▪ Randwick Comprehensive Development Control Plan 2013 (RDCP 2013) 	See detail below under development control plan.	-
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	The likely impacts of the development including the environmental impacts on the natural and built environments, and social and economic impact on the locality are assessed in detail within the EIS.	Section 6
	The suitability of the site for the development	The suitability of the site for the proposed development is demonstrated in the EIS.	Section 2 and Section 7
	Any submissions made	Submissions will be considered following exhibition of the application.	-
	The public interest	The proposed development complies with the relevant planning instruments and controls applying to the site. The proposal will not create any adverse social, economic or environmental impacts which cannot be mitigated via the proposed mitigation measures in this application.	Section 7



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		On balance, the benefits of the development outweigh any adverse impacts and as such, the development is in the public interest.	
Environmental Planning and Assessment Regulation 2000			
Schedule 2	Schedule 2 of the EP&A Reg provides that environmental assessment requirements will be issued by the Secretary with respect to the proposed EIS	This EIS has been prepared to address the requirements of Schedule 2 of the EP&A Regulations and SEARs.	Section 6
Biodiversity Conservation Act 2016			
Section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	<p>The proposed works will not have a significant impact on biodiversity values as the site has been previously cleared for an industrial use. A BDAR waiver has been approved by DPE for the proposed development.</p> <p>A BDAR waiver is deemed acceptable as the proposed development:</p> <ul style="list-style-type: none"> ▪ will not clear or remove native vegetation other than: <ul style="list-style-type: none"> – a few single trees with no native understorey in an urban context – planted native vegetation that is not consistent with a Plant Community Type (PCT) known to occur in the same Interim Biogeographic Regionalisation of Australia (IBRA) subregion (e.g. street trees, trees in carparks, landscaping) 	Section 6, Appendix N & Appendix HH

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		<ul style="list-style-type: none"> ▪ will have negligible adverse impacts on threatened species or ecological communities, considering habitat suitability, abundance and occurrence, habitat connectivity, movement and water sustainability including consideration of any non-natural features, non-native vegetation and human-built structures ▪ will have negligible adverse impacts on protected animals because of impacts to flight path integrity. 	
State Environmental Planning Policies			
<i>State Environmental Planning Policy (State and Regional Development) 2011</i>	<p>Schedule 1 of the SRD SEPP identifies development that is State significant development, typically based on the proposed land use activities, estimated cost and/or potential environmental impacts. Clause 12 states:</p> <p><i>(1) Development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.</i></p> <p><i>(2) This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or 19 applies.</i></p>	<p>Clause 3 of Schedule 1 of the SRD SEPP provides that development for the purpose of warehouse and distribution that has a CIV of more than \$30 million is classified as SSD.</p> <p>The proposed works have an estimated CIV of \$37,503,252 (excluding GST) and accordingly, the proposal is SSD for the purposes of the SRD SEPP.</p> <p>DPIE has confirmed the proposal is deemed State significant in accordance with the above clause. Accordingly, a State significant development application ('SSDA') will be lodged with DPIE.</p>	Appendix GG

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	<p><i>(3) In this clause—relevant amount means—</i></p> <p><i>(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or</i></p> <p><i>(b) for any other development—\$50 million.</i></p>		
<p><i>State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)</i></p>	<p>SEPP 33 applies to any proposals which fall under the policy’s definition of ‘potentially hazardous industry’ or ‘potentially offensive industry’.</p>	<p>The proposed warehouse and distribution centre is not proposed to store dangerous goods on site. It is acknowledged a condition may be imposed on any development consent requiring further approval should a future tenant seek to vary from this proposal.</p>	-
<p><i>State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)</i></p>	<p>The Infrastructure SEPP provides a State-wide approach to deliver infrastructure across NSW. It applies to a range of different infrastructure types, including approvals pathways, referral requirements and the like.</p> <p>Consideration will likely be given to the ‘traffic generating development’ requirements which will trigger a referral of the development to Transport for NSW for their comment. If the matter is deemed a local DA,</p>	<p>The proposed development requires referral to TfNSW.</p>	<p>Appendix K</p>



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	<p>the integrated provisions would be likely be triggered.</p> <p>Traffic generating development specified at Clause 104 requiring referral to Transport for NSW (TfNSW) includes: Warehouse or Distribution Centres</p>		
<p><i>State Environmental Planning Policy No. 55 - Remediation of Land (SEPP 55)</i></p>	<p>Clause 7 states that land must not be rezoned or developed unless contamination has been considered and, where relevant, land has been appropriately remediated.</p>	<p>The site previously contained a warehouse building that has been recently cleared and is now a vacant hardstand. Site remediation works have already been completed to facilitate the redevelopment of the site for industrial purposes. A copy of the Remediation Validation Report is attached as Appendix Y.</p> <p>In accordance with the contamination and remediation considerations required for development under SEPP 55, the EIS demonstrates that:</p> <ul style="list-style-type: none"> ▪ it has been considered whether the land is contaminated; ▪ if the land is contaminated, the land has been made suitable, after remediation, for the purpose for which the development is proposed to be carried out; and ▪ if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land has been remediated before the land is used for that purpose. 	<p>Appendices U, V, W, X & Y and Section 6</p>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS	
<i>State Environmental Planning Policy No 64 - Advertising and Signage (SEPP 64)</i>	A person must not display an advertisement, except with the consent of the consent authority or except as otherwise provided by this Policy.	SEPP 64 provides guidelines for the provision of signage across NSW. For industrial proposals, ancillary business identification signage is to be assessed in accordance with the SEPP objectives and the assessment criteria.	Appendix B	
	SEPP 64 Criteria	Compliance		
	1 Character of the area			
	<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	Yes, the proposal will be undertaken within an existing industrial precinct that contains signage for business identification purposes. The proposal is consistent with the surrounding industrial land uses and character.		
	<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	Yes, as above.		
	2 Special areas			
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	No, the site is suitably removed from sensitive receptors including residential areas, open space and heritage items.			



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	3 Views and vistas		
	<i>Does the proposal obscure or compromise important views?</i>	No, signage will not be positioned to obstruct any important views.	
	<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the development will be of a size and design suitable for the intended use and context. Furthermore, the signage will not be dominant on the skyline given the position of the signage located to the front of the building, in a location that is well below the roof level.	
	<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the development will not obstruct viewing towards any other signage.	
	4 Streetscape, setting or landscape		
	<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	Yes, the size and scale of the signage is appropriate for the setting provided on the site and the location of the site within the Port Botany industrial precinct.	
	<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	Yes, the signage is to be used to provide identification and direction in a manner that respects the urban setting, architectural design and landscape.	
	<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	Yes, the number of signs has been limited to reduce the visual impact of the proposal.	
	<i>Does the proposal screen unsightliness?</i>	The signage will not be used as a visual screen or filter.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No, the signage will not be dominant on the skyline. It will be located below the roof level.	
	<i>Does the proposal require ongoing vegetation management?</i>	No.	
	5 Site and building		
	<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	Yes, the signage will be of suitable scale and design for its intended purpose. The signage will only occupy a small proportion of the building façade and overall site area.	
	<i>Does the proposal respect important features of the site or building, or both?</i>	Yes, the signage will not be the dominant visual feature of the building and will remain below the roof line.	
	<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	Yes, signage will be logically positioned to identify the warehouse and distribution centre and tenants. The sign also contributes to the industrial character of the precinct.	
	6 Associated devices and logos with advertisements and advertising structures		
	<i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	Yes, appropriate lighting will be provided to illuminate the signage.	



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	7 Illumination		
	<i>Would illumination result in unacceptable glare?</i>	No, signage will be designed to avoid unacceptable glare.	
	<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	No impact on the safety of pedestrians, vehicles or aircraft is to result from the intended lighting.	
	<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	The site is suitably removed from sensitive receptors.	
	<i>Is the illumination subject to a curfew?</i>	No curfew will apply to the proposed sign lighting.	
	<i>Can the intensity of the illumination be adjusted, if necessary?</i>	Intensity of illumination would be adjusted through replacement of bulb wattage.	
	8 Safety		
	<i>Would the proposal reduce the safety for any public road?</i>	No, the signage will not be positioned to cause any hazard for any road.	
	<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	No, the signage is not considered to reduce safety for pedestrians or bicyclists.	
	<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	No, the signage will not cause disruption of any sightlines from public areas in relation to safety.	



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
<p><i>State Environmental Planning Policy (Three Ports) 2013</i></p>	<p>The subject site is located on land that is subject to assessment under the Three Ports SEPP.</p> <p>The following clauses apply to the development:</p> <p>Clause 3</p> <p>Clause 14</p> <p>Clause 21</p> <p>Clause 22</p> <p>Clause 29</p> <p>Clause 31</p>	<p><i>State Environmental Planning Policy (Three Ports) 2013</i> (The Three Ports SEPP) is the principal environmental planning instrument applying to the site. <i>Randwick Local Environmental Plan 2013</i> does not apply to the site or the proposal.</p> <p>The Three Ports SEPP applies to Port Botany, Port Kembla and the Port of Newcastle, recognising the strategic importance of these trade gateways and industrial zones</p> <p>The aims of the SEPP are to:</p> <ul style="list-style-type: none"> ▪ Provide a consistent planning regime for the development and delivery of infrastructure; ▪ Allow the efficient development, re-development and protection of land for port purposes; ▪ Provide for development at port botany that does not, by its nature or scale, constitute an actual or potential obstruction or hazard to aircraft; ▪ Identify certain development as state significant; and ▪ Ensure that land is maintained for port-related and industrial uses. <p>The Three Ports SEPP zones the subject site as IN1 General Industrial. The objectives of the IN1 zone are to:</p> <ul style="list-style-type: none"> ▪ Provide a wide range of industrial and warehouse land uses; 	<p>Section 2, 3, 6 and 7</p> <p>Appendix R, FF, AA and BB</p>



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<ul style="list-style-type: none"> ▪ Encourage employment opportunities; ▪ Minimise any adverse effect of industry on other land uses; ▪ Facilitate and encourage port related industries that will contribute to the growth and diversification of trade through the port; ▪ Enable development for the purposes of business premises or office premises associated with, and ancillary to, port facilities or industries; and ▪ Encourage ecologically sustainable development. <p>Warehouse or distribution centres are permitted within the zone with consent. The following additional matters are noted with regard to the SEPP and the proposed development:</p> <ul style="list-style-type: none"> ▪ SEPP does not provide any Floor Space Ratio (FSR) or height limits for the site. ▪ Clause 12 of the SEPP requires that any development for the purposes of business or office premises within the IN1 zone must be demonstrated to be ancillary to port facilities or industrial uses of land. ▪ Clause 22 relates to earthworks and requires that where development consent is granted for earthworks, it must be ensured that this will not have a detrimental impact on environmental functions and processes, neighbouring 	



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		<p>uses, cultural or heritage items or features of the surrounding land.</p> <ul style="list-style-type: none"> ▪ Clause 29 seeks to preserve the amenity of the area, including biodiversity values, through the preservation of trees and other vegetation. ▪ Clause 31 relates to heritage conservation and seeks to: <ul style="list-style-type: none"> - conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, - conserve archaeological sites, and - conserve Aboriginal objects and Aboriginal places of heritage significance. 	
Draft Environmental Planning Instruments			
Draft State Environmental Planning Policy (Remediation of Land) (draft SEPP)	The Explanation of Intended Effect (EIE) for the draft SEPP was on exhibition from 31 January 2018 until 13 April 2018. The draft SEPP will retain the key operational framework of SEPP 55 and add new provisions relating to remediation works. The assessment under SEPP 55 remains relevant to the draft SEPP.	The Explanation of Intended Effect (EIE) for the draft SEPP was on exhibition from 31 January 2018 until 13 April 2018. The draft SEPP will retain the key operational framework of SEPP 55 and add new provisions relating to remediation works. The assessment under SEPP 55 remains relevant to the draft SEPP.	Section 6 and Appendices U, V, W, X & Y



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Randwick Comprehensive Development Control Plan 2013			
Part A – Introduction and General Guidelines	Randwick Comprehensive Development Control Plan 2013 (RDCP 2013) provides detailed planning controls relevant to the site and the proposal.	A summary of the relevant controls is provided below.	-
Part D Commercial/ Industrial Uses 1.1 Industrial Land in Randwick City	<ul style="list-style-type: none"> ▪ Port Botany Precinct objectives: ▪ To preserve Randwick City’s core industrial zoned land at Matraville to meet the current and future industrial needs of the City. ▪ To facilitate industrial development that produces a range of goods and services and employment opportunities, without adversely affecting the amenity, health or safety of the nearby residential areas. ▪ To ensure industrial development does not pollute or affect the surrounding land, water or environment. ▪ To ensure that new industrial development does not increase the cumulative risk of industrial hazards or its impact on surrounding properties. ▪ To allow certain non industrial uses which serve the daily needs of the 	<ul style="list-style-type: none"> ▪ The proposal aligns with the future direction to preserve industrial zoned land at Matraville. ▪ The proposal will meet current and future industrial needs. The industrial development will contribute to a range of goods and services and employment opportunities. ▪ The proposed development has been thoughtfully designed to mitigate any adverse impacts on the amenity, health or safety of the residential area to the east of the site, including the potential for traffic, air quality or noise impacts. ▪ The design and management of the development will avoid adverse impacts on the surrounding environment including the neighbouring drainage channels. Flood planning and stormwater management for the development has been assessed by a flood engineer. ▪ The quantum of office floorspace proposed is a minor component of the associated industrial use and considered acceptable. 	<p>Section 3 and 6</p> <p>Appendix R</p>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>workforce in the industrial areas, but not the wider community.</p> <ul style="list-style-type: none"> ▪ To protect the viability of business zones by ensuring that commercial uses, such as offices and showrooms, are not permitted in the industrial area unless they are a minor component of an associated industrial land use. 		
<p>2 Building Design and Appearance</p>	<p>Building mass and scale should make a positive contribution to the streetscape and complement the predominant character of the adjoining area.</p> <p>Buildings should not contain long, blank and unarticulated walls, particularly on street frontages. Use of a single colour or material should be avoided. A development must use architectural elements to articulate the front and other facades visible from the public domain.</p> <p>Building entrances should be clearly defined, well articulated and provide level or ramp access.</p> <p>Roof design must be incorporated in the overall building design.</p>	<ul style="list-style-type: none"> ▪ Consideration has been given to the architectural treatment of the facades, particularly those visible from the public domain. The articulation of the building's front façade has been carefully considered in relation to visual impacts and views from the public domain. Muted colours have been used to reduce the scale of the built form by integrating the building into the skyline. ▪ The relationship of the proposed development to the street has been carefully considered so the development makes a positive contribution to the streetscape. The development proposes a high-quality office façade facing Raymond Avenue, which will be supplemented with landscape planting to further soften the streetscape appearance. ▪ The design of the building entrance is defined and articulated with level/ramp access from the street. 	<p>Section 3 and 6</p> <p>Appendix F</p>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>Any metal roof sheeting should be pre-painted to limit the level of reflection and glare.</p> <p>Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.</p> <p>To promote casual surveillance, office components of an industrial development should be located at the front of the property with windows and entrances facing the street, with the warehousing or industrial use set behind.</p> <p>Buildings should maximise energy efficiency, through measures such as the use of high efficiency lighting systems, insulation, natural ventilation and lighting, and low embodied energy materials.</p>	<ul style="list-style-type: none"> ▪ The roof design has influenced the design for the entire building and the reflectivity of proposed materials has been limited through the choice of opaque materials. ▪ Building materials are to be opaque to reduce reflectivity. The visible light reflectivity from the building will not exceed 20%. ▪ The ancillary office component of the development is to be located at the front and rear of the site. This will promote active surveillance through the provisioning of windows and entrances that face the street onto Raymond Avenue. ▪ Energy efficiency measures have been incorporated into the design with a sustainability strategy prepared by a sustainability consultant. 	
3. Setbacks	<p>The front setback of an industrial building must respond to the dominant street setback. Where there is no dominant setback or on large frontages, setbacks will be addressed on a case-by-case basis.</p> <p>All front setbacks are to comprise soft landscaping to provide a high-quality street presence. Front setbacks are not to be used for storage or display of goods, excessive</p>	<ul style="list-style-type: none"> ▪ There is no clear dominant front setback on the street. The proposed front setback has been carefully considered by the project architect who has undertaken a review of the streetscape to confirm the appropriate setback. ▪ All setbacks are proposed to be landscaped with the use of species from endemic communities, to soften the appearance of the site and the extensive hardstand. This 	<p>Section 3 and 6</p> <p>Appendix F</p>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>signage, loading/unloading areas and large areas of car parking.</p> <p>A minimum side and rear setback of 4m is required.</p>	<p>will include large canopy tree planting with under story shrubs and groundcovers.</p> <ul style="list-style-type: none"> ▪ Soft landscaping to the front setbacks has been maximised to provide for visual screening of the car parking and hardstand areas behind the setback. ▪ Side and rear setbacks greater than 4m have been provided. The proposed side and rear setbacks have been considered in relation to the neighbouring properties including the drainage channels and detention basin at the boundaries. 	
<p>4. Landscaping</p>	<p>A minimum of 20% of the site must be provided and maintained as a landscaped area, with lawns, trees and shrubs for aesthetic purposes and for the enjoyment of employees</p> <p>Front and side setbacks must be landscaped to soften and screen buildings, storage, service and parking areas. Porous paving should be utilised wherever possible.</p> <p>Shade trees should be provided in outdoor staff break areas and along pedestrian paths and walkways.</p>	<ul style="list-style-type: none"> ▪ Approximately 2,250m² of soft and hard landscaping at ground level is proposed which equates to approximately 11%. Given the negligible landscaping on the site as existing, an uplift of over 2,000m² is considered of great benefit and acceptable in the site condition. Further, the site adjoins a stormwater channel and detention basin, which provides a visual break from development and achieving the underlying objectives for the landscaping provisions. The site has only limited street frontage which would generally accommodate most of the site landscaping component. ▪ The proposal has been designed to maximise the landscaped area. A landscaping design has been developed that maximises landscaped areas at the site including setbacks, outdoor staff break areas and car parking areas. 	<p>Section 3 and 6</p> <p>Appendix L</p>

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	<p>All landscaped areas should be separated from vehicular areas by means of a kerb or other effective physical barriers.</p>	<ul style="list-style-type: none"> ▪ The planting of endemic species around the perimeter of the site is proposed as shown on the landscape plan. This landscaping will screen unsightliness and soften the building. ▪ Landscaping will be utilised to soften and screen buildings, service and parking areas and will provide shade for staff and visitors. ▪ Landscaping will also be provided to the car parking areas with a guide of one canopy tree per four adjoining car parking spaces. ▪ The proposed landscaping for the site will vastly improve the condition of the site from what is currently existing. 	
<p>5. Parking and access</p>	<p>All vehicles should enter and leave in a forward direction</p> <p>Vehicle movements within servicing areas should be designed to minimise reversing requirements or otherwise demonstrate design measures to maximise safety and minimise need for vehicle alarms/ beepers.</p> <p>The separation of service areas (loading/unloading) and parking areas is required. Service areas are to be located and designed to ensure safe and convenient usage.</p>	<ul style="list-style-type: none"> ▪ All vehicles will enter and leave the site in a forward direction. ▪ Vehicle movements have been designed to limit the need for reversing activity. The forward circulation of vehicles through the site will limit the need for vehicle alarms/ beepers. ▪ Service areas have been separated from parking areas and are located away from street frontages. ▪ All loading and unloading operations are to be undertaken within the confines of the site. The breezeway will screen this unloading from the principal street frontage. 	<p>Section 6</p> <p>Appendix K</p>



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>Service areas including waste, recycling areas and external storage areas are to be located away from principle street frontages and screened from view.</p> <p>All loading and unloading operations are to take place wholly within the confines of the site at all times.</p> <p>Loading docks, car parking spaces and access driveways are to be kept clear of goods at all times. Under no circumstances are these areas to be used for the storage of goods and waste materials. These areas are to be physically line marked and for the sole use of delivery vehicles.</p>	<ul style="list-style-type: none"> ▪ The development provides dedicated service vehicle parking spaces. The proposed can meet all servicing requirements on site. ▪ All loading docks, car parking spaces and access driveways will be kept clear of goods. 	
6. Light and Noise	<p>Lighting and noise should be managed so as not to create nuisance to nearby development, residential areas and/or traffic. Light spillage and noise emissions should be managed through design considerations to maintain the amenity of adjoining land.</p>	<ul style="list-style-type: none"> ▪ Lighting will be provided in accordance with the requirements of the relevant Australian Standard. ▪ Glare and spill lights have been limited by the selection of fittings. Light fittings are proposed to be mounted, pole mounted and mounted on the face of the awning in such a manner that they do not cause nuisance to surrounding properties or the public road network. ▪ A Noise Impact Assessment has been undertaken by an acoustic engineer. Detailed consideration was given to the potential acoustic impacts of the facility regarding 	<p>Section 6</p> <p>Appendix B and P</p>

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		heavy vehicle noise. The noise outputs from the facility have been deemed appropriate.	
7. Water quality	Stormwater quality and quantity should be managed to minimise stormwater discharge on adjoining properties. Disturbance to the existing drainage pattern should be minimised where possible.	<ul style="list-style-type: none"> ▪ The subject site is within a flood planning area and is partly affected by the Probable Maximum Flood as identified by Randwick City Council Birds Gully & Bueror Road Flood Study (2018). A stormwater engineer has prepared a Stormwater Management Plan to manage stormwater quality and quantity. 	Section 6 and Appendix R
8. Waste Management	Waste should be minimised to promote the principles of ESD. Easily accessible on-site waste separation, storage and recyclables to be provided for each unit.	<ul style="list-style-type: none"> ▪ As set out in the Waste Management Plan, waste separation and storage has been provided for each tenancy that is accessible by the required waste collection vehicles. 	Section 6 and Appendix Z
9. Fencing	<ul style="list-style-type: none"> ▪ Solid metal panel fences of any height are not permitted along the street frontage ▪ All fencing along the street frontage is required to be permeable metal palisade or picket finishing – dark colours are preferable. Maximum height allowed is 1.8m on street frontages 	<ul style="list-style-type: none"> ▪ Fencing is proposed for security purposes and is proposed be permeable metal palisade in a dark colour with a maximum height of 1.8m. 	Appendix B
10 Public infrastructure/ utilities	For new industrial development, Council requires the undergrounding of electricity connection to buildings to reduce the visual impact of overhead cables.	<ul style="list-style-type: none"> ▪ The utilities / services infrastructure requirements have been assessed and any connection or augmentation requirements identified. 	Section 6 and Appendix DD

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
F2 Outdoor Advertising and Signage			
3.3 Industrial Zones	Ensure a co-ordinated approach to outdoor advertising is taken where multiple occupancy of sites occurs. To minimise visual clutter while contributing to the identity of the area and the streetscape.	<ul style="list-style-type: none"> ▪ Building identification signage for the site has been thoughtfully designed to minimise visual clutter whilst contributing to the identity of the area. ▪ A pylon sign is to be situated at the entry at a clear location for oncoming traffic. ▪ Individual tenant signage will be located adjacent to each office. 	Appendix B
B4 Landscaping and Biodiversity			
3.2 Selection and Location of Plant Species	Native species must comprise at least 50% of the plant schedule, incorporating a mix of locally indigenous trees, shrubs and groundcovers appropriate to the area and surrounds.	<ul style="list-style-type: none"> ▪ All setbacks are proposed to be landscaped with the use of species from endemic communities. This will include mature trees with under storey shrubs and groundcover. 	Appendix L
3.3 Water Efficiency	<p>Maximise the capture and absorption of rainfall and prevent runoff, by:</p> <ul style="list-style-type: none"> ▪ minimising the amount of hard surface area, ▪ directing the overland flow of rainwater to permeable surfaces, such as garden beds, and 	<ul style="list-style-type: none"> ▪ Flood planning and stormwater management for the development has been assessed by a flood engineer. ▪ Strategies that outline how the proposal seeks to maximise the capture and absorption of rainfall are identified in the Civil Engineering Report. 	Appendix R

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> ▪ utilising semi-pervious surfaces for paved areas. 		
3.4 Outdoor Car Parks and Circulation Areas	<p>Incorporate landscape planting in outdoor ground level car parks containing 5 or more car spaces, designed in accordance with the following:</p> <ul style="list-style-type: none"> ▪ Planting should be provided along the perimeter and internal to the parking area. ▪ Perimeter planting should provide adequate screening of car parking at street level and integrate with streetscape planting. ▪ Internal planting should provide shade for vehicles. As a guide, 1 canopy tree per 4 adjoining car spaces should be provided. 	<ul style="list-style-type: none"> ▪ Landscape planting around the ground level car parking area is to occur as a part of the proposal. ▪ Landscaping is proposed around the perimeter of the subject site and will provide screening of the street level car parking. ▪ Provisions have been made for there to be a mixture of large native canopy trees and smaller shrubbery to provide shade for vehicles. 	Appendix L
B7 Transport, Traffic, Parking and Access			
3.2 Vehicle Parking Rates	<p>Development is to comply with the vehicle parking rates.</p> <p>For warehouse or distribution centres and wholesale supplies –</p> <ul style="list-style-type: none"> ▪ 1 space per 300m² GFA. 	<ul style="list-style-type: none"> ▪ The proposal seeks consent for the provision of 11 bicycle parking spaces and 101 car parking spaces at ground level. ▪ Six motorbike parking spaces are provided. 	Appendix K

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> ▪ Motorcycle/scooter: 5% of the car parking rate <p>For office premises –</p> <ul style="list-style-type: none"> ▪ 1 space per 40m² GFA ▪ Motorcycle/scooter: 5% of the car parking rate 		
3.9 Service and Delivery Vehicles	<p>For warehouse, industrial – 1 space per 800m² GFA up to 8,000m² GFA plus 1 space per 1,000m² thereafter (all spaces adequate for trucks).</p> <p>For commercial premises – 1 space per 4,000m² GFA up to 20,000m² GFA plus 1 space per 8,000m² thereafter (50% of spaces adequate for trucks)</p>	Service vehicle parking has been provided to accommodate all service vehicle parking requirements on site as part of the hardstand and breezeways at ground and first floor levels.	Appendix K
4.2 Bike Parking Rates and Controls	<p>Commercial, industrial development –</p> <ul style="list-style-type: none"> ▪ 1 bike space per 10 car parking spaces. ▪ Accessible showers 1 in 10 spaces. ▪ Changing facilities (next to the showers) with one secure locker per bike space. 	11 bicycle parking spaces and associated showers and change facilities are provided.	Appendix B and K



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
B8 Water Management			
2 Water Conservation	<p>Provide rainwater tanks to meet all non-potable water demands:</p> <ul style="list-style-type: none"> ▪ Include a site-specific analysis to determine tank capacity based on potential collection area, and internal and external demands. ▪ Encourage installation of dual reticulation systems to link collected rainwater to non-potable water uses ▪ Where site constraints restrict rainwater tank capacity or installation, an alternative off-set provision (in addition to standard requirements) promoting sustainability and innovation may be considered. 	<ul style="list-style-type: none"> ▪ Rainwater tanks have been provided alongside the development to meet non-potable water demands. ▪ A site-specific analysis has been undertaken to determine tank capacity. 	Appendix R
3.1. Water Quality	<p>All development proposing open car parking or hard stand areas exceeding 200 square metres, or incorporating new roads shall capture sediments and pollutants from the site via:</p> <ul style="list-style-type: none"> ▪ A minimum of one pollutant trap, or ▪ A system of water sensitive urban design treatments 	<p>Water quality control measures for the proposed car parking, hardstand and roadways have been incorporated. These include pollutant traps and a system of water sensitive urban design treatments.</p>	Appendix R



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
5.2 Flood Effect	Development shall not increase flood effects elsewhere, having regards to loss of flood storage, changes in flood levels and velocities and the cumulative impact of multiple potential developments, for floods up to and including 1% AEP flood.	<ul style="list-style-type: none"> ▪ The flood impacts of the proposed development including in the 1% AEP flood event have been assessed. ▪ No adverse impacts are expected as a result of the proposal. 	Appendix R
Randwick City Council Section 94A Development Contributions Plan 2015			
7 Payment of a levy as a condition of development consent	Section 94A development contribution levy of 1% applicable to development with a cost of more than \$200,000.	<p>As set out in the Cost Summary Report (Appendix GG), the development has a cost of more than \$200,000. Accordingly, contributions will be payable for the proposed development.</p> <p>Based on the CIV of \$37,503,252, the contributions payable will be \$375,032 (indexed at time of payment).</p>	-