

## APPENDIX C – STATUTORY COMPLIANCE TABLE

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
<b>Environmental Planning and Assessment Act</b>			
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 proposal seeks to repurpose vacant industrial land for warehousing and distribution. The strategic location of the site close to international trade gateways and Sydney CBD will facilitate social and economic benefits, with potential environmental impacts appropriately mitigated, managed and minimised to avoid unacceptable impacts on the local community and the environment.	<b>Section 6 and 7</b>
	<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 including 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> .	
	<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 industrial land in	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		accordance with its industrial zoning. The proposal will deliver a state-of-the-art facility and a high-quality multi-level warehousing and distribution centre development.	
	<i>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</i>	The site contains a former hardware store with large areas of hardstand providing ancillary car parking along the northern, eastern and southern boundaries. The environmental value of the site is of nominal significance and is not known to contain any native animals, plants or ecological communities.	
Section 4.15	Relevant environmental planning instruments: <ul style="list-style-type: none"> <li>SEPP – (State and Regional Development) 2011</li> <li>SEPP – (Infrastructure) 2007</li> <li>SEPP 55 – Remediation of Land</li> <li>SEPP 64 – Advertising and Signage</li> <li>Sydney LEP 2012</li> </ul>	See detail below under State Environmental Planning Policies ( <b>SEPPs</b> ).	
	Draft environmental planning instruments: <ul style="list-style-type: none"> <li><i>Draft State Environmental Planning Policy (Remediation of Land)</i></li> </ul>	See detail below under SEPPs.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	Relevant planning agreement or draft planning agreement	N/A	-
	<i>Environmental Planning and Assessment Regulation 2000</i> – Schedule 2	This EIS has been prepared in accordance with Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> .	-
	Development control plans: <ul style="list-style-type: none"> <li>Sydney Development Control Plan 2012 (SDCP 2012)</li> </ul>	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.	<b>Section 6</b>
	The suitability of the site for the development	The suitability of the site for the proposed development is demonstrated in the EIS	<b>Section 2 and 7</b>
	Any submissions made	Submissions will be considered following exhibition of the application.	-
	The public interest	The proposed development satisfactorily responds to the relevant planning instruments and controls applying to the site. The proposal will not create any adverse social, economic or environmental impacts that cannot be mitigated	<b>Section 7</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<p>via the proposed mitigation measures in this application.</p> <p>On balance, the benefits of the development outweigh any adverse impacts and the development is deemed to be in the public interest.</p>	
<b>Environmental Planning and Assessment Regulation 2000</b>			
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.	<b>Section 6</b>
<b>Biodiversity Conservation Act 2016</b>			
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>A BDAR waiver has been prepared and submitted with the SSDA in accordance with the industry-specific SEARS. A BDAR waiver is deemed acceptable as the proposed development will:</p> <ul style="list-style-type: none"> <li>▪ will not clear or remove native vegetation other than: <ul style="list-style-type: none"> <li>– a few single trees with no native understorey in an urban context</li> <li>– planted native vegetation that is not consistent with a Plant Community Type known to occur in the same Interim Biogeographic Regionalisation of Australia</li> </ul> </li> </ul>	<b>Section 6 and Appendix N</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<p>subregion (e.g. street trees, trees in carparks, landscaping)</p> <ul style="list-style-type: none"> <li>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</li> <li>will have negligible adverse impacts on protected animals because of impacts to flight path integrity.</li> </ul>	
<b>State Environmental Planning Policies</b>			
<i>State Environmental Planning Policy (State and Regional Development) 2011</i>	Clause 3 of Schedule 1 of the SRD SEPP provides that development for the purpose of Warehousing and Distribution centres that have a CIV of more than \$30 million is classified as SSD.	The proposed works have an estimated CIV of \$76, 016, 898 and accordingly, the proposal is deemed to be SSD for the purposes of the SRD SEPP.	<b>Appendix DD</b>
<i>State Environmental Planning Policy No. 33 – Hazardous</i>	SEPP 33 applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'.	The proposed warehouse and distribution centre is not expected to store dangerous goods on site. Future tenants may need to lodge further DAs,	<b>Appendix BB</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
<i>and Offensive Development</i> (SEPP 33)		where required to address the SEPP 33 requirements.	
<i>State Environmental Planning Policy (Infrastructure) 2007</i> (ISEPP)	<p>Traffic generating development specified at Clause 104 requiring referral to Transport for NSW (<b>TfNSW</b>) includes:</p> <ul style="list-style-type: none"> <li>▪ Warehouse or distribution centres</li> </ul>	The SSDA will be referred to TfNSW for comment. A Transport Assessment has been prepared by Ason Group which addresses each of the relevant matters to be considered by TfNSW.	<b>Appendix K</b>
<i>State Environmental Planning Policy No 55 - Remediation of Land</i> (SEPP 55)	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>The site was formerly occupied by a hardware and building supplies premises. A Detailed Site Investigation (<b>DSI</b>) has confirmed the site is suitable for the proposed industrial development.</p> <p>In accordance with the contamination and remediation considerations required for development under SEPP 55, the DSI demonstrates that:</p> <ul style="list-style-type: none"> <li>▪ it has been considered whether the land is contaminated;</li> <li>▪ if the land is contaminated, the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out; and</li> </ul>	<b>Section 6 and Appendix T</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<ul style="list-style-type: none"><li>if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, the land has been remediated before the land is used for that purpose.</li></ul> <p>Subject to the implementation of the CEMP, the site is considered suitable for the proposed development.</p>	
State Environmental Planning Policy No 64 — Advertising and Signage (SEPP 64)	A person must not display an advertisement, except with the consent of the consent authority or except as otherwise provided by this Policy.	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		
	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	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.	
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Yes, as above.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<b>2 Special areas</b>		
	<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.	
	<b>3 Views and vistas</b>		
	<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.	
	<b>4 Streetscape, setting or landscape</b>		
	<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.	



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<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.	
	<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.	
	<b>5 Site and building</b>		
	<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	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		tenants. The sign also contributes to the industrial character of the precinct.	
	<b>6 Associated devices and logos with advertisements and advertising structures</b>		
	<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.	
	<b>7 Illumination</b>		
	<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, there is not expected to be any 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>	No, the site is suitably removed from sensitive receptors.	
	<i>Is the illumination subject to a curfew?</i>	No, the proposed sign lighting is expected to allow for the proposed 24/7 operation.	
	<i>Can the intensity of the illumination be adjusted, if necessary?</i>	Yes, intensity of illumination can be adjusted if required.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<b>8 Safety</b>		
	<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.	
<b>Draft Environmental Planning Instruments</b>			
<i>Draft State Environmental Planning Policy (Remediation of Land) (draft SEPP)</i>	The Explanation of Intended Effect 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 assessment under SEPP 55 remains relevant to the draft SEPP.	<b>Appendix T</b>
<b>Sydney Local Environmental Plan 2012</b>			
2.2 Zoning and Land Use	The proposed development would be considered a 'Warehouse or Distribution Centre' for the purposes of the SLEP 2012, which is a permissible use with consent in the IN1 General Industrial zone.	<p>The proposal is entirely consistent with the objectives of the zone given:</p> <ul style="list-style-type: none"><li>▪ The proposed development will facilitate the use of the land for Warehouse and Distribution purposes</li></ul>	<b>Section 3 and 4</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>The proposed café use is permissible with consent in the IN1 General Industrial zone as a Food and drink premises.</p> <p>The proposed gym/wellness space and Schindler Lifts training facility are ancillary to the primary Warehouse and Distribution Centre use. These spaces are for use only by the tenants of the proposed development as part of the warehouse and distribution function of the site.</p>	<ul style="list-style-type: none"> <li>▪ The proposal will provide employment opportunities</li> <li>▪ The proposed development will not result in an adverse effect to other land uses</li> <li>▪ The proposed development will support and protect industrial land for industrial land uses.</li> <li>▪ The proposed development will support the viability of nearby centres such as the Sydney CBD and Botany Bay area.</li> </ul>	
4.3 Height of Buildings	<p>The SLEP 2012 stipulates two allowances of maximum building heights across the site as outlined below:</p> <ul style="list-style-type: none"> <li>▪ A maximum building height of 25m along the southern portion of the site facing Gardeners Road.</li> <li>▪ A maximum building height of 18m applying to the northern part of the site.</li> </ul>	<p>The southern part of the proposed development has a maximum height of 24.65m which complies with the LEP.</p> <p>The northern part of the proposed development has a proposed building height of 18.5m to achieve the required flood planning levels which varies from the maximum 18m height controls. Minor point encroachments are also proposed to accommodate the stair core/lift overruns and covered ventilation voids which are up to 22.59m in height.</p> <p>A Clause 4.6 Variation Request has been prepared to justify the proposed non-compliances, considering the building height</p>	Appendix CC

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		objectives and the potential environmental impacts on the streetscape.	
4.4 Floor Space Ratio	The site has a maximum FSR of 1.45:1.	The site has an area of 18,988 sqm and a total of 27,509m <sup>2</sup> GFA is proposed, resulting is an FSR of 1.45:1 This complies with the FSR controls.	<b>Section 3 and Appendix B</b>
5.10 Heritage Conservation	<p>The objectives of this clause are:</p> <p>(a) to conserve the environmental heritage of the City of Sydney,</p> <p>(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,</p> <p>(c) to conserve archaeological sites,</p> <p>(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.</p>	<p>The site and surrounding lands are not listed as heritage items and are not located in a heritage conservation area. The proposed development will not have any impact on heritage items.</p> <p>An Aboriginal Cultural Heritage Assessment has been undertaken and finds that the site has nil to low potential for Aboriginal sites to depths of approximately 2 metres below the existing ground surface.</p> <p>The HIS finds that based on the high level of ground disturbance and the site being subject to minimal historical occupation, the site is assessed as having low historical archaeological potential.</p>	<b>Section 6, Appendices V and W</b>
5.21 Flood Planning	<p>Development on land the consent authority considers to be within the flood planning area is required to be:</p> <ul style="list-style-type: none"> <li>compatible with the flood function and behaviour on the land, and</li> <li>will not adversely affect flood behaviour in a way that results in detrimental increases in the potential</li> </ul>	The site is not subject to flooding or overland flow. Consideration has been given to the risk of flooding and large rainfall events in relation to the nearby Alexandra Canal, and local runoff and overland flow paths. The site is shown to be clear from events up to the 1% AEP event.	<b>Section 6 and Appendix R</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>flood affectation of other development or properties, and will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and</p> <ul style="list-style-type: none"> <li>incorporate appropriate measures to manage risk to life in the event of a flood, and</li> <li>will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or watercourses.</li> </ul>	<p>Overland flow paths to manage runoff in large storm events have been made including achieving at least 500mm freeboard to building levels from the flow paths.</p> <p>The proposal will comply with City of Sydney's <i>Floodplain Management Policy</i> and the SEARs.</p>	
6.21 Design Excellence	<p>Development consent for a new building or external alterations to an existing building cannot be granted unless it has been demonstrated the proposed development exhibits design excellence as follows:</p> <ul style="list-style-type: none"> <li>whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,</li> <li>whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,</li> <li>whether the proposed development detrimentally impacts on view corridors,</li> </ul>	<p>The proposal achieves design excellence in the following ways:</p> <ul style="list-style-type: none"> <li>The design will provide a high standard of architectural design. The materials and detailing of the building will make a positive contribution to the streetscape, neighbourhood, and neighbouring sites. The design has also considered the future desired character of the area and its interfaces.</li> <li>The built form successfully responds to its setting and the future character and setting of the location. The site's prominent location on the Gardeners Road and Bourke Road intersection has been recognised through the proposed built form, façade design and</li> </ul>	<b>Section 6 and Appendix F</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>▪ how the proposed development addresses the following matters:               <ul style="list-style-type: none"> <li>– the suitability of the land for development,</li> <li>– the existing and proposed uses and use mix,</li> <li>– any streetscapes constraints,</li> <li>– the bulk, massing and modulation of buildings,</li> <li>– street frontage heights</li> <li>– environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity</li> <li>– the achievement of the principles of ecologically sustainable development,</li> <li>– pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network],</li> <li>– the impact on, and any proposed improvements to, the public domain,</li> <li>– achieving appropriate interfaces at ground level between the building and the public domain,</li> <li>– excellence and integration of landscape design.</li> </ul> </li> </ul>	<p>materiality. In addition, the form and scale of the built form also responds to the functionality of the space, operation and integration with the surrounding use context to present a modern, considered approach to the continuation of employment in the neighbourhood.</p> <ul style="list-style-type: none"> <li>▪ The design seeks to balance the needs of the user efficiently and effectively. Space and purpose have been designed to respond to well thought through relationships and ease of use. Spaces have been made as flexible and as adaptive as possible. Material selections, durability and their relationships have been considered as has the detailing and weather implications to ensure the quality of the finished form and its life cycle into the future.</li> <li>▪ The built form has a clear identity as a warehouse and distribution centre and its uses and components have been clearly defined for ease of operations and use. The overall design has enabled this legibility to compliment the design outcome.</li> <li>▪ The design responds to the local community context and the wider social context. The function itself will create employment</li> </ul>	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<p>opportunity for the diverse local community and encourage social interaction.</p> <ul style="list-style-type: none"> <li>▪ The design of the warehouse and distribution centre has thoughtfully considered how to enhance the internal and external amenity for the users, through the provisioning of landscaped greenspaces and communal areas.</li> <li>▪ The design recognises that landscape and building operate together and as an integrated and sustainable system.</li> <li>▪ The design has considered a sustainable landscape in an urban setting and sought to improve and organise the existing urban realm and streetscape, responding to the desired future character.</li> <li>▪ The built form and function have considered practical and effective sustainable measures, relating to shading, ventilation, power generation and water.</li> <li>▪ Safety has been considered and evaluated in the design process to ensure risk and harm are minimised and safe behaviour and use are supported.</li> </ul>	



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<ul style="list-style-type: none"> <li>▪ The design has taken on board the design principles identified and produced a building that has resolved the challenges and embraced the opportunities to achieve an elegant coherent outcome.</li> <li>▪ The arrangement of built form and space has been considered in its context. The design has addressed the varying scales and form of the building in the selection and association of materials and colour. This has enabled a skilled integrated and considered design response.</li> </ul>	
7.8 Industry and Warehouse of Distribution Centres	<p>The site is located within 'Category C' on the Land Use and Transport Integration Map and 'Category F' on the Public Transport Accessibility Level Map.</p> <p>Accordingly, the following maximum parking rates apply:</p> <ul style="list-style-type: none"> <li>▪ Warehouse or distribution centre: 1 space per 300sqm GFA</li> <li>▪ Office premises and business premises: 1 space per 75sqm GFA</li> </ul>	<p>Parking spaces are proposed for the development as follows:</p> <ul style="list-style-type: none"> <li>▪ 144 staff and visitor car parking spaces</li> <li>▪ 3 car share spaces</li> <li>▪ 12 motor bike parking spaces</li> <li>▪ 64 bicycle storage spaces.</li> </ul> <p>A minor increase in car parking spaces is proposed, however this is not anticipated to have any impact in relation to the traffic impacts of the site and is considered acceptable.</p>	<b>Section 6 and Appendix K</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
7.14 Acid Sulfate Soils	The site is categorised as 'class 3' which means development consent is required for any works more than one metre below the natural ground surface or works which are likely to result in the water table to be lowered more than one metre below the natural ground surface.	<p>The site has potential acid sulfate soil material, primarily consisting of natural soils at a depth greater than 2 metres below ground surface.</p> <p>The proposed works involve minor filling to a developed site and will have minimal impact to existing soil resources, including salinity and acid sulfate soils.</p> <p>The Acid Sulfate Soils Management Plan provides appropriate measures and procedures to manage and minimise any risks associated with the proposed development.</p>	<b>Section 6 and Appendix S</b>
7.25 Sustainable transport on southern employment lands	<p>Development in the southern enterprise area that involves a new building, alterations that result in a 20% increase in GFA or a change of use that increase car parking by 20% or 100 spaces, require the consent authority to be satisfied that the development will promote sustainable transport modes and minimise traffic congestion. Consideration will be given to:</p> <p>(a) the extent to which the land on which the development is proposed to be carried out is currently accessible by sustainable transport modes,</p> <p>(b) the capacity of the transport network to accommodate the development,</p> <p>(c) the extent to which the development will contribute to achieving any mode share targets identified in a</p>	<p>Total GFA of 27,509m<sup>2</sup>, is to be broken down as follows:</p> <ul style="list-style-type: none"> <li>Warehouse and distribution: 21,952m<sup>2</sup></li> <li>Ancillary office: 5,557m<sup>2</sup>.</li> </ul> <p>On-site parking will be provided for:</p> <ul style="list-style-type: none"> <li>141 staff and visitor car parking spaces</li> <li>3 car share spaces</li> <li>12 motor bike parking spaces</li> <li>64 bicycle storage spaces.</li> </ul>	<b>Section 6 and Appendix K</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>development control plan made by the Council in respect of the land,</p> <p>(d) the extent to which the development will promote sustainable transport and reduce private vehicle use.</p>	<p>Heavy vehicle parking is provided within the ground floor and level one breezeways.</p> <p>A Transport Assessment has been prepared by Ason Group to assess the accessibility of the site, the capacity of the transport network to accommodate the development, mode share targets and sustainable transport modes.</p>	
<b>Sydney Development Control Plan 2012</b>			
2.10.1 Southern Employment Lands Locality Statement – Alexandra Canal	<p>Development is required to be consistent with the character statement and supporting principles for the locality area including:</p> <ul style="list-style-type: none"> <li>Accommodating industrial uses, including population serving industrial businesses essential to the efficient functioning of a growing inner-City residential population, as well as strategic industrial uses to support Sydney Airport. Limited ancillary uses may also be appropriate to support the industrial uses and working population in the area.</li> <li>Integrate the industrial history of the area into the public domain.</li> <li>Ensure new development addresses streets, and through-site links, provides activation and exhibits high quality design.</li> </ul>	<p>The proposed warehouse use is consistent with the industrial zone and character of the area. The proposal optimises its strategic location close to key distribution nodes such as Sydney Airport.</p> <p>The proposal reflects the industrial character of the area and will provide a high-quality design that will address the street and through site linkages.</p> <p>The proposed design and material use reflects the local architectural character and cultural history of the area, creating an opportunity to encourage diverse social interaction in the public domain.</p>	<b>Sections 3, 6 and Appendix F</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
3.2.2 Addressing the street and public domain	<p>Policy provisions include:</p> <ul style="list-style-type: none"> <li>Buildings are to be designed to positively address the street.</li> <li>Buildings are to be designed to maximise the number of entries, visible internal uses at ground level, and include high quality finishes and public art to enhance the public domain.</li> <li>Ground floor tenancies and building entry lobbies on sites not flood affected are to: <ul style="list-style-type: none"> <li>have entries at the same level as the adjacent footpath or public domain;</li> <li>provide opportunities for direct surveillance of the adjacent street or public domain.</li> </ul> </li> </ul>	<p>The treatment of the Gardeners Road and Bourke Road façades has been designed to positively address the street frontages. Detailed consideration has been given to the location, design and materials for the vehicle access ramps to minimise their potential visual impacts.</p> <p>The relationship of the Gardeners Road and Bourke Street façades to the street at ground level has also been carefully considered including building entries and glazing, so the building appropriately addresses the street.</p>	<b>Sections 3, 6 and Appendix F</b>
3.2.7 Reflectivity	<ul style="list-style-type: none"> <li>Generally, light reflectivity from building materials used on facades must not exceed 20%.</li> <li>For buildings in the vicinity of arterial roads/major roads, proof of light reflectivity is required and is to demonstrate that light reflectivity does not exceed 20%.</li> </ul>	<p>The reflectivity of the site does not exceed 20%. Façade materials will include finished concrete and cladding, will materials to reduce reflectivity whilst still ensuring adequate natural light to enter the facility.</p>	<b>Appendix F</b>
3.5.1 Biodiversity	<p>Development is to be consistent with Council's Landscape Code including:</p> <ul style="list-style-type: none"> <li>Existing habitat features including trees, shrubs and groundcover vegetation are to be retained.</li> </ul>	<p>The site accommodates a former hardware and building supplies development, surrounded by hardstand. As such, there is limited existing biodiversity on site.</p>	<b>Section 6, Appendix L and AA</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>▪ New habitat features including trees, shrubs and groundcover vegetation and green roofs and walls are to be included, wherever possible.</li> <li>▪ Landscaping is to comprise a mix of locally indigenous tree, shrub and groundcover species. Where this is not possible it is preferred that plants native to Australia are used.</li> <li>▪ Shrubs are to be densely planted and trees are to be well-spaced.</li> </ul>	Existing trees are to be retained where possible including the north-western and south-eastern corners of the site. Approximately 3,217m <sup>2</sup> of soft landscaping is proposed at the ground level and level 2. The landscaping will comprise a mix of locally indigenous trees, shrubs and groundcover species.	
3.5.2 Urban Vegetation	<p>A Landscape Plan is to be submitted including:</p> <ul style="list-style-type: none"> <li>▪ Provide at least 15% canopy coverage of a site within 10 years from the completion of development.</li> <li>▪ Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter, or to provide habitat.</li> <li>▪ Understorey plantings comprising locally-indigenous shrubs and groundcovers are encouraged.</li> <li>▪ Car parking areas should be designed and surfaced to reduce run-off, allow stormwater to be controlled within the site, and provide for natural infiltration of stormwater runoff through landscaping.</li> </ul>	<p>The proposed landscape design will deliver 15% tree canopy cover, in accordance with the DCP.</p> <p>Plant species have been selected based on site conditions and to improve the site amenity and appearance. Consideration has been given to understorey plantings comprising of locally indigenous shrubs and groundcovers.</p> <p>The level 2 landscaping will assist with reducing any potential heat island effect from the roof-top car park and service vehicle storage.</p>	<b>Section 6 and Appendix L</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
3.6.1 Energy efficiency in non residential developments	<ul style="list-style-type: none"> <li>Development is to be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading, including vegetation.</li> <li>Car parking areas are to be designed and constructed so that electric vehicle charging points can be installed at a later time.</li> <li>Applications for new developments containing office premises with a net lettable area of 1,000sqm or more are to be submitted with documentation confirming that the building will be capable of supporting a Base Building National Australian Built Environment Rating System (NABERS) Energy Commitment Agreement of 5.5 stars.</li> </ul>	<p>The proposal includes passive cooling measures through the proposed ventilation voids. Sustainability initiatives proposed for the facility include:</p> <ul style="list-style-type: none"> <li>Water sensitive urban design principles</li> <li>High efficiency electrical systems</li> <li>Large scale on-site renewable energy generation utilised within the buildings electrical and water systems.</li> <li>Increased use of daylighting to reduce power usage.</li> <li>Installation of a rainwater capture and reuse system for all buildings on-site</li> <li>Energy efficient heating, ventilation and air conditioning including natural ventilation to open spaces.</li> </ul>	<b>Section 6</b> and <b>Appendix M</b>
3.6.5 Materials and building components	<p>Policy provisions include, where possible, building materials, fittings and finishes are to be used that:</p> <ul style="list-style-type: none"> <li>have been recycled;</li> <li>are made from or incorporate recycled materials; and</li> </ul>	<p>The proposal includes passive cooling measures through the proposed ventilation voids. Sustainability initiatives proposed for the facility include space efficient building layout and waste minimisation strategies.</p>	<b>Section 6</b> and <b>Appendix M</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>have been certified as sustainable or 'environmentally friendly' by a recognised third party certification scheme.</li> </ul>		
3.7.1 Site specific flood study	<p>The site-specific flood study is to include flood modelling that uses appropriate hydrological and hydraulic techniques and incorporates boundary conditions.</p> <p>The site-specific flood study is to show pre-development and post-development scenarios.</p> <p>The site-specific flood study is to assume the 'worst case scenario' conditions for blockages to pipes, culverts and other infrastructure.</p>	<p>A site-specific Flood Risk Assessment has been prepared and a stormwater assessment to provide flood modelling for the site and development scenario by Costin Roe.</p> <p>A desk-top review of overland flow and flooding has confirmed the requirements of City of Sydney's <i>Floodplain Management Policy</i> and SEARs have been met. The Civil Engineering Report includes a review of:</p> <ul style="list-style-type: none"> <li>The Alexandra Canal Catchment Flood Study Report Final (Ref: W4785);</li> <li>Westconnex M5 EIS Flood Impact Assessment</li> <li>Councils Floodplain Management Policy in relation to the development including review of potential impacts of the development on existing flooding, and potential impacts on the development from flooding.</li> </ul> <p>The site specific flood study prepared shows pre- and post-development scenarios and assumes worst case scenarios where appropriate.</p>	<b>Section 6 and Appendix R</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
3.7.2 Drainage and stormwater management	<p>Drainage and stormwater provisions are identified including:</p> <ul style="list-style-type: none"> <li>the hydrology of the locality and its relationship to the drainage system;</li> <li>the distribution of soil types and the scope for on-site infiltration;</li> <li>any expected rise in ground water level due to development;</li> <li>the role of the principal landscape components on the site for water conservation and on-site detention;</li> <li>the scope for on-site stormwater detention and retention, including collection of water for re-use;</li> <li>how any detrimental impacts on the existing natural hydrology and water quality are proposed to be minimised;</li> <li>how pedestrian safety is to be ensured; and integration of drainage management responses and open space areas.</li> </ul>	<p>The hydrological assessment shows local post development flows will be consistent with pre-development flows and the site discharge will not adversely affect any land, drainage system or watercourse as a result of the development.</p> <p>A Sediment and Erosion Control Plan will be in place during the construction phase so the downstream drainage system and receiving waters are protected from sediment laden runoff.</p> <p>During the operational phase of the development, a treatment train incorporating the use of a proprietary filtration system is proposed to mitigate any increase in stormwater pollutant load generated by the development. MUSIC modelling results indicate that the proposed stormwater treatment measures are effective in reducing pollutant loads in stormwater discharging from the site and meet the requirements of Council's pollution reduction targets. Best management practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment.</p>	<b>Section 6</b> and <b>Appendix R</b>
3.7.3 Stormwater quality	Development of a site greater than 1,000sqm must undertake a stormwater quality assessment to demonstrate that the development will achieve the post-development pollutant load standards required.	The local post development pollutant load from the site will be consistent with pre-development flows and the site discharge will not adversely	<b>Section 6</b> and <b>Appendix R</b>



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		affect any land, drainage system or watercourse as a result of the development.	
3.7.5 Water re-use, recycling and harvesting	Development proposals that seek to re-use water runoff from paved surfaces for irrigation and wash down purposes are to incorporate measures into the design of the development that will treat the water to ensure that it is fit for this purpose.	A series of improvement devices have been incorporated in the design of the development to encourage water re-use. Rainwater tanks have been included in the development.	<b>Section 6 and Appendix M</b>
3.11.1 Managing transport demand	<p>Commercial development is to include initiatives to promote walking, cycling and the use of public transport, through the submission of a Green Travel Plan, where the estimated peak trip generation is greater than or equal to 100 vehicles per hour for non-residential development; or is likely to generate significant traffic impacts according to Council.</p> <p>A Transport Access Guide and a strategy for the future availability of the Guide to employees and visitors of a development is to be prepared for all developments.</p>	<p>The Transport Assessment prepared by Ason Group includes a Green Travel Plan and Transport Access Guide.</p> <p>The proposal includes bicycle parking and end of trip facilities to promote active and public transport use to reduce the demand for vehicle use.</p>	<b>Section 6 and Appendix K</b>
3.11.3 Bike parking and associated facilities	<p>On-site bike parking designed in accordance with the relevant Australian Standards is to be provided at a rate of 1 bike space per 10 staff.</p> <p>Facilities for bike parking are to be provided at the following rates:</p> <ul style="list-style-type: none"> <li>1 personal locker for each bike parking space;</li> </ul>	The proposal includes the provision of 64 bicycle parking spaces at the ground floor along with ancillary end of trip facilities that align with the Australian Standards.	<b>Section 3, 6 and Appendix B</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>1 shower and change cubicle for up to 10 bike parking spaces;</li> <li>2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided;</li> <li>2 additional showers and cubicles for each additional 20 bike parking spaces or part thereof;</li> <li>showers and change facilities may be provided in the form of shower and change cubicles in a unisex area in both female and male change rooms; and locker, change room and shower facilities are to be located close to the bike parking area, entry and exit points and within an area of security camera surveillance.</li> </ul>		
3.11.4 Vehicle parking	All visitor spaces are to be grouped together in the most convenient locations relative to car parking area entrances, pedestrian lifts and access points.	All parking is to be provided on level 2. These spaces are close to building entrances, pedestrian lifts and access points.	<b>Section 3, 6 and Appendix B</b>
3.11.6 Service vehicle parking	<p>Separate parking spaces for service vehicles are to be provided, with the total number of service vehicle spaces to be calculated on a pro rata basis for mixed use developments. It is recommended that it is confirmed with Council that the ancillary office space requirement is calculated pro rata.</p> <ul style="list-style-type: none"> <li>Warehouse use: 1 space per 700sqm GFA</li> <li>Commercial premises: 1 space per 3,300sqm GFA</li> </ul>	Service vehicle parking is proposed at level 2 with 47 service vehicle spaces provided.	<b>Section 3, 6 and Appendix B</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
3.11.7 Motorbike parking	1 motorcycle parking space for every 12 car parking spaces is to be provided as separate parking for motorcycles. Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvring vehicle.	12 motorbike parking spaces are proposed.	<b>Section 3, 6 and Appendix B</b>
3.11.10 Vehicle access for developments greater than 1000sqm GFA	<p>Vehicle access is to be located so the safety of those using the access and the street is not likely to be compromised.</p> <p>Vehicle access is not to be located in locations including:</p> <ul style="list-style-type: none"> <li>within 25m of the property boundary adjacent to a signalised intersection</li> <li>within 15m of the alignment of an intersection where the proposed vehicle access is to be used by service vehicles</li> <li>within 30m of the alignment of an intersection where the proposed vehicle access is used by service vehicles to access 3 or more loading spaces.</li> </ul>	<p>Two new access driveways are proposed to replace the existing access on Bourke Road. One driveway will be for left-in/ left-out for vehicles up to 6.4-metre-long Small Rigid Vehicles and the other for left-out truck egress only. The former access will be located approximately five metres north of the existing Bourke Road access. The latter access will be located around 40 metres south of the existing Bourke Road access.</p> <p>The proposal also involves the conversion of the existing Gardeners Road access from an entry/ exit access driveway to an entry-only driveway for heavy vehicles up to 26 metre B-Doubles. This will involve widening of the access width to accommodate heavy vehicle movements from the left-lane only.</p>	<b>Section 6 and Appendix K</b>
3.11.11 Vehicle access and footpaths	<p>Policy provisions include:</p> <ul style="list-style-type: none"> <li>Car parks are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths.</li> </ul>	<p>The proposed and modified driveways will separate heavy vehicle movements from small vehicles, cyclists and pedestrians.</p> <p>The site is well serviced by established pedestrian footpaths and bicycle paths. Street</p>	<b>Section 6 and Appendix K</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>Vehicular access is to be designed to give priority to pedestrians and cyclists by continuing the type of footpath material and grade.</li> </ul>	crossings are supported by signalised intersections at Bourke Road/Gardeners Road and Bourke Road/Campbell Road Bridge.	
3.11.13 Design and location of waste collection points and loading areas	<p>Waste collection and loading is to be in accordance with the City of Sydney's Guidelines for Waste Management in New Developments and accommodated wholly within new development preferably at grade within the building in a dedicated collection or loading bay.</p> <p>Vehicle access for collection and loading will provide for a 9.25m Council garbage truck and a small rigid delivery vehicle, with a minimum vertical clearance of 4.0 metres.</p>	The WMP identifies procedures to manage the waste generated as part of the development, provides details in relation to waste storage, handling and disposal, and identifies measures to be implemented to ensure that the development is consistent with the aims, objectives and guidance in the <i>NSW Waste Avoidance and Resource Recovery Strategy 2014-2021</i> .	<b>Section 6</b> and <b>Appendix U</b>
3.11.14 Parking area design	Car parking areas are to be well lit, visible, and avoid hidden and enclosed areas to allow for casual surveillance.	Car parking areas are to be well lit and visible to allow for casual surveillance. The level 2 car park will be overlooked by the café/lunchroom areas.	<b>Section 3</b> and <b>Appendix B</b>
3.12.1 Accessible design	<p>All development must comply with all Australian Standards relevant to accessibility; the Building Code of Australia access requirements; and Disability Discrimination Act 1992. Where compliance is proposed through alternative solutions an Access report must be submitted.</p> <p>Access arrangements are to be:</p>	An Access Review has been undertaken by Morris Goding which concludes the accessibility requirements, including external site linkages, building access, common area access, sanitary facilities and parking can be readily achieved.	<b>Section 6</b> and <b>Appendix I</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>integral with the overall building and landscape design and not appear as 'add-on' elements or as of secondary importance;</li> <li>as direct as possible; and designed so that a person does not need to summon help.</li> </ul>		
3.13.1 Crime prevention through environmental design	<p>Policy provisions include:</p> <ul style="list-style-type: none"> <li>Minimise blind-corners, recesses and other external areas that have the potential for concealment or entrapment.</li> <li>Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development.</li> <li>Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like.</li> </ul>	Street fronts are activated through glazed areas associated with the ancillary offices and building entrances to provide passive surveillance to the street. Building entries have been designed to be clearly visible, unobstructed and easily identifiable from the street.	<b>Section 3, 6 and Appendix F</b>
3.14.1 Waste and Recycling Management Plans	A Waste and Recycling Management Plan is to be submitted and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.	A Waste Management Plan has been prepared by LG Consult to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.	<b>Section 6 and Appendix U</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
3.14.2 Construction and demolition waste	Measures to be included in the Waste and Recycling Management Plan are to address construction and demolition waste.	A Waste Management Plan has been prepared by LG Consult to address construction and demolition waste.	<b>Section 6 and Appendix U</b>
3.14.3 Collection and minimisation of waste during occupation	Measures to be included in the Waste and Recycling Management Plan are to address the generation of waste from the occupants of the development.	A Waste Management Plan has been prepared by LG Consult to address the generation of waste from the occupants of the development.	<b>Section 6 and Appendix U</b>
5.8.2.2 Building setbacks	<p>Where a building is located on a corner, the front setback is to be 6m on each frontage or consistent with the predominant setback on each street.</p> <p>Setback areas are to form a visual extension of the public domain and include landscaping to enhance the appearance and bulk of industrial buildings.</p> <p>Fences are not permitted along street frontages. Front setback areas are not to be predominantly turfed.</p> <p>Side and rear setbacks are to:</p> <ul style="list-style-type: none"> <li>Locate contiguous areas of soft landscaping and tree planting with vegetation on neighbouring properties.</li> <li>Create active and high-quality frontages with streets and to adjoining properties</li> </ul>	<p>A 6m landscaped setback is proposed at the ground level of Bourke and Gardeners Roads. Along the southern portion of the Bourke Road frontage the setback reduces to 4m at the first floor and above to provide articulation of the built form while maintaining satisfactory landscaped areas along the ground plane.</p> <p>No fencing is proposed to occur along the southern section of the Bourke Road or Gardeners Road frontages as per the requirements of the DCP.</p> <p>Side and rear setbacks include soft landscaping and tree planting along the boundaries of adjoining properties.</p>	<b>Section 3, 6 and Appendix F</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
5.8.2.3 Building height	Development must not exceed 6 storeys in height. Buildings that are primarily for an industrial purpose are to have a minimum floor to ceiling height of 5m on the ground floor and a minimum of 3.3m on all other floors.	The development is part two and part-three storeys in height. The proposal meets the minimum floor to ceiling height requirements.	<b>Section 3 and Appendix B</b>
5.8.2.4 Building layout and design	<p>Policy provisions include:</p> <ul style="list-style-type: none"> <li>▪ Loading docks and roller doors must not be visible from the primary street frontage.</li> <li>▪ Blank walls must be screened with landscaping or treated as sculptural elements incorporating variation in materials.</li> </ul> <p>The facade of the development is to:</p> <ul style="list-style-type: none"> <li>▪ be articulated using architectural elements and a variety of design languages for functional zones;</li> <li>▪ use a variety of materials and finishes; and</li> <li>▪ use a proportion of solid surfaces, preferably masonry material.</li> <li>▪ Buildings located on corner sites must reinforce the corner by massing and facade orientation.</li> </ul>	<p>The building has been designed to mitigate potential visual impacts, including sightlines to the loading docks from the public domain. Consideration has been given to the treatment of facades to Gardeners Road, with visual interest and articulation including the use of materials and fenestration.</p> <p>The building massing has been designed to reinforce the corner of Gardeners and Bourke Roads.</p> <p>The primary street frontage is along Gardeners Road. The breezeway has been oriented east-west facing Bourke Road and away from the mixed-use development and residential dwellings to the south.</p> <p>The façade of the development has been thoughtfully designed to consist of modern architectural materials and finishes which complement the industrial character of the area.</p>	<b>Section 3, 6 and Appendix F</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
5.8.2.5.1 Landscaping	<p>Deep soil planting is to be provided for a minimum of 15% of a site in IN1 General Industrial zones.</p> <ul style="list-style-type: none"> <li>Deep soil planting is to be provided in the front building setback and external breakout spaces.</li> <li>The minimum dimension for deep soil planting is 3m in any direction.</li> </ul>	The landscape design achieves a 15% deep soil area via a combination of landscape areas and permeable paving areas at ground level.	<b>Section 3, 6 and Appendix L</b>
5.8.2.5.2 Fences	<ul style="list-style-type: none"> <li>Fences are not permitted between the building and the primary street frontage. Where front fencing is required for security purposes, it is to be integrated into the overall design of the development and screened by the landscaped setback.</li> <li>Solid fences are not permitted. Palisade fences are preferred.</li> <li>The maximum height of side and rear fences is 1.8m.</li> <li>Fences are to be constructed in a dark colour to reduce visual impact.</li> </ul>	<p>No fencing is proposed along the southern section of the Bourke Road or Gardeners Road frontages as per the requirements of the DCP.</p> <p>Fencing proposed is of a palisade design and will not be greater than 1.8 metres in height.</p>	<b>Section 3 and Appendix B</b>
5.8.2.5.3 Private communal open space	<p>Where development is located in the IN1 General Industrial zones, and where the site area is greater than 5000sqm, it is to provide at least one area of private communal open space.</p> <p>Private communal open space is to:</p>	Private communal space is to be provided on level 2, with a landscaped outdoor recreational area for staff and visitors. This area will be directly adjacent to the ancillary office space and will include appropriate shading, paving and a place for tables and chairs.	<b>Section 3 and Appendix F and L</b>



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>▪ be directly accessible from the main office component of the development;</li> <li>▪ include appropriate landscaping, shading, paving and a place for tables and chairs;</li> <li>▪ have a minimum contiguous area of 100sqm and a minimum dimension of 8m in any direction.</li> </ul>		
5.8.2.6 Parking, access and loading and servicing	<p>Policy provisions include:</p> <ul style="list-style-type: none"> <li>▪ The design of parking and servicing areas is to enable uninterrupted two way vehicle movements to and from the site consistent with Australian Standards.</li> <li>▪ Separated pedestrian access routes to the main entries to the building both from the public domain and within the site from parking areas are to be provided.</li> <li>▪ Parking access ramps are to be located within the building footprint.</li> <li>▪ The visual impact of vehicular access and servicing areas on the public domain is to be minimised.</li> </ul>	<p>The parking and servicing areas have been designed to comply with Australian Standards.</p> <p>The visual impact of the servicing area on the public domain is minimised through the orientation of the building form away from the primary frontage and nearby residential apartments.</p> <p>The design of the parking ramp has been carefully considered to minimise its visual impact. This has been achieved through siting, orientation, screening and use of materials. The proposed parking access ramp has been carefully designed to provide the most logical and efficient path of access and will be of a materiality that allows its integration into the facade of the building.</p> <p>Car parking and service vehicle storage is provided on level 2 and will not be visible from the public domain. Vehicle access points have been</p>	<b>Section 3, 6 and Appendix F</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		located away from the primary viewpoint of the site from the corner of Gardeners and Bourke Roads.	
5.8.2.8 Ancillary uses in the IN1 General Industrial zone	<p>Ancillary office use is to be:</p> <ul style="list-style-type: none"> <li>▪ directly associated with the industrial use;</li> <li>▪ no larger than 15% of the gross floor area of the development; and</li> <li>▪ located at the street frontage of the development site to provide an active frontage.</li> </ul>	<p>Ancillary offices are provided across the various levels of the building and located specifically to support the function of the warehouse tenancies.</p> <p>The ancillary office component comprises 20% of the total GFA which is considered acceptable, noting most of the office space is proposed to support the specific needs of an incoming tenant (Schindler Lifts Australia). The proposed office space on level 2 will support their primary warehouse use on level 1, with internal lifts providing a direct connection between the spaces on levels 1 and 2.</p> <p>Offices are located along the street frontages, enabling building entrances and glazed areas to be provided to maximise activation and passive surveillance.</p>	<b>Section 3 and Appendix F</b>
5.8.4 Adaptable parking	<p>Where the water table is high or where site remediation is environmentally unsustainable, and where supported by a Flood Study, up to 50% of the proposed car parking spaces may be above ground.</p> <p>Where the Probable Maximum Flood is greater than 1.25 metres above the finished ground level, and where</p>	<p>Flood levels have been confirmed by Costin Roe. All buildings, including car parking are sited 500mm above the 1% AEP design flood level of local flow paths.</p> <p>All car parking spaces are provided on level 2.</p>	<b>Section 6, Appendix R and B</b>

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	supported by a Flood Study, up to 100% of the proposed car parking spaces may be above ground. 65% of above ground car parking spaces to be designed for future adaptation.		
5.8.7.1 Stormwater management and waterways	<p>Flood management provisions include:</p> <ul style="list-style-type: none"> <li>Any portion of the building or structure lower than the 1% AEP + .50 metre freeboard is to be built from flood compatible materials.</li> <li>All services associated with the development are to be flood proofed to the 1% AEP + .50 metre freeboard or, where associated with critical services, the Probable Maximum Flood (PMF).</li> <li>Overland flowpaths and other stormwater management systems must be designed such that personal safety is not compromised and damage to property is minimised.</li> </ul>	<p>The following measures have been incorporated in the design for flood management:</p> <ul style="list-style-type: none"> <li>All buildings are sited 500mm above the 1% AEP design flood level of local flow paths.</li> <li>Overland flow paths to manage runoff in large storm events have been made including achieving at least 500mm freeboard to building levels from the flow paths, noting that a greater level of flood immunity is provided to the building than that required by planning to ensure an appropriate level of risk to the building for the intended use.</li> </ul>	<b>Section 6 and Appendix R</b>
<b>City of Sydney Development Contributions Plan 2015</b>			
2.1 Calculating the contribution	Section 94 contribution rate of \$4,443 per net additional worker within the Southern Employment Lands, indexed at the time of payment.	<p>Based on an existing Hardware and building supplies store GFA of approximately 7,654m<sup>2</sup> and the proposed Warehouse and distribution and Office GFA, the estimated contributions payable (indexed at time of payment) are:</p> <ul style="list-style-type: none"> <li>Open space \$796,845.41</li> </ul>	-



Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<ul style="list-style-type: none"><li>▪ Community facilities \$123,883.74</li><li>▪ Traffic and transport \$1,011,542.23</li><li>▪ Stormwater and drainage \$399,997.50</li></ul>	