



Statutory Compliance

State Significant Development (SSD-83256472)

68-80 Banks Avenue, Pagewood

Prepared on behalf of Homes NSW

November 11, 2025

FPDplanning

Document control

Authors

Reviewed by	Michael File, Director	michael@fpdplanning.com
Prepared by	Anna Johnston, Associate	anna.johnston@fpdplanning.com

Project summary

Prepared on behalf of	NSW Land and Housing Corporation (operating as Homes NSW)
Land to be developed	68-80 Banks Avenue, Pagewood
Legal description	Lots 1-17 DP35180
Project description	Residential flat building development comprising 224 dwellings including social housing.

Contents

Document control	2
1 Statutory requirements	5
2 Statutory compliance	6
2.1 Environmental Planning and Assessment Act 1979	6
2.2 Biodiversity Conservation Act 2016	8
2.3 Airports Act 1996	8
2.4 Roads Act 1993	8
2.5 Environmental Planning and Assessment Regulation 2021	8
2.6 State Environmental Planning Policies	9
2.6.1 State Environmental Planning Policy (Planning Systems) 2021	9
2.6.2 State Environmental Planning Policy (Transport and Infrastructure) 2021	10
2.6.3 State Environmental Planning Policy (Housing) 2021	10
2.6.4 State Environmental Planning Policy (Resilience and Hazards) 2021	14
2.6.5 State Environmental Planning Policy (Sustainable Buildings) 2022	15
2.7 Bayside Local Environmental Plan 2021	15
2.8 Bayside Development Control Plan 2022	17
 Table 1: Consideration of the EP&A Regulation.....	8
Table 2: Consideration of the Planning Systems SEPP.....	9
Table 3 Consideration of the Transport and Infrastructure SEPP	10
Table 4: Consideration of the Housing SEPP	10
Table 5: Consideration of the Resilience and Hazards SEPP.....	14
Table 6: Consideration of the Sustainable Buildings SEPP	15
Table 7: Bayside LEP.....	15
Table 8: Bayside DCP	17

No table of figures entries found.

This page is left intentionally blank

1 Statutory requirements

This document forms part of the EIS for a State Significant Development Application (SSDA) for development of residential flat buildings including private and social housing at 68-80 Banks Avenue, Pagewood and addresses all statutory requirements relevant to the proposed development, including:

- *Environmental Planning and Assessment Act 1979* (EP&A Act)
- *Biodiversity Conservation Act 2016* (BC Act)
- *Airports Act 1996* (Airports Act)
- *Roads Act 1993* (Roads Act)
- *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation)
- *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP)
- *State Environmental Planning Policy (Housing) 2021* (Housing SEPP)
- *State Environmental Planning Policy (Hazards and Resilience) 2021* (Hazards SEPP)
- *State Environmental Planning Policy (Sustainable Buildings) 2022* (Sustainable Buildings SEPP)
- *Bayside Local Environmental Plan 2021* (Bayside LEP)
- *Bayside Development Control Plan 2022* (Bayside DCP).

2 Statutory compliance

2.1 Environmental Planning and Assessment Act 1979

Relevant provisions	Consideration
Section 1.3 – Objects of the EP&A Act	
(a) 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,	The site is suitable for the residential development and will have a positive impact on the social and economic welfare of the community and natural environment as it will enable the delivery of 84 social housing dwellings and 140 private market dwellings and will positively contribute to housing supply and affordability in Bayside LGA.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The EIS is consistent with the principles of ecologically sustainable development as addressed in the ESD Report at Appendix V.
(c) to promote the orderly and economic use and development of land,	The proposed development promotes the orderly development of land which has been demonstrated as suitable for residential development through previous rezoning of the site as well as through detailed site analysis and assessment of impacts as detailed in the EIS and accompanying reports.
(d) to promote the delivery and maintenance of affordable housing,	The proposal directly responds to this objective as it will deliver new social housing.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposal would not have any impacts on threatened and other species of native animals and plants, ecological communities and their habitats as demonstrated in the BDAR Waiver Request.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	This is addressed in the Preliminary Aboriginal Heritage Assessment (Appendix K) and Heritage Impact Assessment (Appendix L).
(g) to promote good design and amenity of the built environment,	The proposal is supported by an Architectural Design Report (Appendix D) which outlines the design principles and design response to demonstrate good design and amenity of the built environment that will benefit future residents and users of the proposed development. The proposal has also been reviewed by the State Design Review Panel on two occasions with the design being refined to address comments provided by the SDRP.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The proposed development will promote proper construction and maintenance of the buildings through compliance with all relevant building standards to be further addressed in the future detailed design.

Relevant provisions	Consideration
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The proposed development is to be assessed as SSDA in accordance with the provisions of the Planning Systems SEPP.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	Consultation has been carried out to inform the SSDA as detailed in the Consultation Report (AA). Further consultation will be carried out as part of the SSDA assessment.
Section 4.15(1) – Matters for consideration	
Relevant Environmental Planning Instruments	Addressed in this document.
Relevant proposed Environmental Planning Instruments	Not applicable. No draft instruments applicable to the site.
Relevant planning agreements	Not applicable. No planning agreement is proposed.
Relevant Development control plans	Section 2.8 within this Statutory Compliance Table includes consideration of the Bayside DCP noting that DCPs do not apply to SSD in accordance with Section 2.10 of the Planning Systems SEPP.
The EP&A Regulation (where they prescribe matter related to Section 4.15).	Section 61 of the EP&A Regulation sets out additional matters for consideration. This includes a requirement that in determining a development application for the demolition of a building, the consent authority must consider the Australian Standard AS 2601—2001: The Demolition of Structures. Demolition of structures will be consistent with any relevant requirements of Australian Standard AS 2601—2001: The Demolition of Structures.
The likely impacts of the development	The likely impacts of the development have been assessed in detail in the EIS.
Suitability of the site	The site has been demonstrated to be suitable for the proposed development through previous rezoning as well as through detailed site analysis and assessment of impacts as detailed in the EIS and accompanying reports.
Any submissions made in accordance with the EP&A Act	Any submissions received during the exhibition of the EIS will be considered as part of the assessment process.
The public interest	The proposed development is in the public interest as it will deliver a new housing including social housing.

2.2 Biodiversity Conservation Act 2016

Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), SSD applications are to be accompanied by a biodiversity development assessment report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.

A BDAR Waiver Request has been prepared to accompany this SSDA (Appendix S) which sets out that the proposed development is not likely to have any significant impact on biodiversity values.

A BDAR Waiver was issued by DPHI on [insert date] confirming that a DBAR is not required as the proposed development is not likely to have any significant impacts on biodiversity values (Appendix T).

2.3 Airports Act 1996

The Airports Act 1996 defines certain activities resulting in an intrusion into an airport's protected airspace to be a "controlled activity" and requires that controlled activities cannot be carried out without approval.

The proposed development is located within the Obstacle Limitation Surface (OLS) of RL51m AHD and based on Sydney Airport mapping appears to be within the PANS-OPS of RL77.4m AHD.

The proposed maximum building height at RL50.500m is below the PANS-OPS and OLS.

Where a construction crane exceeds the OLS a "controlled activity" approval may be required.

Relevant consultation will be undertaken as part of the notification of the EIS.

2.4 Roads Act 1993

Section 138 of the *Roads Act 1993* requires the approval of the appropriate roads authority for works within a public road reserve.

New driveways are proposed from Banks Avenue and Park Parade which are local public roads requiring approval under Section 138 of the Roads Act from Bayside Council.

In accordance with Clause 4.42 of the EP&A Act, a consent under Section 138 of the *Roads Act 1993* cannot be refused if the project is approved and must be substantially consistent with the approval.

Consultation will be carried out with Council as part of the assessment of the SSDA.

2.5 Environmental Planning and Assessment Regulation 2021

Table 1: Consideration of the EP&A Regulation

Relevant provisions	Consideration
Section 29 Requires development applications for residential apartment development to be accompanied by a statement addressing the design principles in Chapter 4 of the Housing SEPP and objectives of the ADG.	This is addressed in the Architectural Design Report at Appendix D.

Relevant provisions	Consideration
Section 190 Sets out the requirements for the form of the EIS	The EIS is consistent with the requirements of Section 190 and has been prepared in accordance with the <i>State Significant Development Guidelines</i> .
Section 191 Requires compliance with the environmental assessment requirements	The EIS has been prepared in accordance with the SEARs issued on 12 May 2025. Appendix A outlines how the SEARs have been addressed in the EIS.
Section 192 Sets out the required content to be included in an EIS	The content of the EIS is consistent with the requirements set out in Section 192.
Section 193 Outlines the principles of ecologically sustainable development, which are to be addressed in the EIS.	The proposed development is consistent with the ESD principles. The ESD Report at Appendix V, has been prepared in accordance with the requirements of Section 193.

2.6 State Environmental Planning Policies

2.6.1 State Environmental Planning Policy (Planning Systems) 2021

Table 2: Consideration of the Planning Systems SEPP

Relevant provisions	Consideration
Section 2.6 Chapter 2 of the Planning Systems SEPP sets out that development specific Schedule 1 or 2 of the SEPP is declared to be state significant development. Schedule 1, Section 26 declares that development carried out by Land and Housing Corporation with an Estimated Development Cost (EDC) of more than \$30 million, or development that will result in more than 75 dwellings is SSD. Schedule 1, Section 26A declares that development for the purpose of in-fill affordable housing to which Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021 applies, with an EDC of more than \$75 million is SSD.	The proposed development will be carried out by NSW LAHC (operating as Homes NSW), with an EDC of more than \$30 million and will result in development containing more than 75 dwellings. The proposed development is also for infill affordable housing with an EDC of more than \$75 million. The proposed development is therefore SSD.
Section 2.10 Establishes that development control plans do not apply to state significant development	Although DCPs do not apply to SSD the proposal has been prepared with consideration of the provisions of the Bayside DCP (see Section 2.8).

2.6.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

Table 3 Consideration of the Transport and Infrastructure SEPP

Relevant provisions	Consideration
Section 2.48 Electricity Infrastructure This section requires a referral to the relevant electricity supply authority for development within 5m of overhead electricity power lines or adjacent to a substation.	Relevant referrals will be undertaken as part of the notification given the location of above ground power lines adjacent to the site on Banks Avenue.
Section 2.119 Development with frontage to classified road Sets out that development consent must not be granted to development with frontage to a classified road unless the safety, efficiency and operation of the road has been considered, and the development is appropriately designed and located to minimise any potential traffic impacts on the development.	Not applicable – the site does not have frontage to a classified road. This is confirmed in the Traffic Impact Assessment.
Section 2.120 – Impact of road noise or vibration on non-road development This section requires compliance with relevant noise criteria and consideration of the Development near Rail Corridors and Busy Roads Interim Guideline for development on land in or adjacent to a road corridor with an annual average daily traffic volume of more than 20,000 vehicles.	Not applicable. The site does not have frontage to a road with an annual average daily traffic volume of more than 20,000 vehicles. This is confirmed in the Traffic Impact Assessment.
Section 2.122 Traffic-generating development Sets out that development of 300 or more dwellings is traffic generating development requiring referral to Transport for NSW (TfNSW).	Not applicable. The development is not traffic generating development.

2.6.3 State Environmental Planning Policy (Housing) 2021

Table 4: Consideration of the Housing SEPP

Relevant provisions	Consideration
Chapter 2 Affordable housing	
Part 2 Development for affordable housing	
Division 1 In-fill affordable housing	
Section 15A Objectives of division Sets out the objectives of this division which is to facilitate the delivery of new in-fill affordable housing to meet the needs of very low-, low- and moderate-income households.	The proposal will provide new affordable (social) housing that will assist in providing housing for very low, low and moderate income households.
Section 15B Definitions Relevant definitions in this division include: <i>affordable housing component, of development, means the percentage of the gross floor area used for affordable housing.</i>	The development will be carried out by Homes NSW (Land and Housing Corporation) and accordingly is considered to be affordable housing.

Relevant provisions	Consideration
This division also sets out that residential development carried out by or on behalf of the Land and Housing Corporation is taken to be used for the purposes of affordable housing.	
Section 15C Development to which division applies This division applies to development that includes residential development if - - the development is permitted with consent under Chapter 3, Part 4 or another environmental planning instrument, and - the affordable housing component is at least 10% and - all or part of the development is carried out – for development on land in the Six Cities Region, other than in the City of Shoalhaven local government area – in an accessible area, – or development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone. - affordable housing provided as part of development because of a requirement under another environmental planning instrument or a planning agreement within the meaning of the Act, Division 7.1 is not counted towards the affordable housing component under this division.	- The site is zoned R3 Medium Density Residential under the Bayside LEP, which permits residential flat buildings. - As per Section 15B, residential development carried out by or on behalf of the Land and Housing Corporation is taken to be used for the purposes of affordable housing. - The site is located in the Six Cities Region and is an ‘accessible area’ as defined in Schedule 10 of the Housing SEPP. The site is within 400m of bus stops on Heffron Road providing regular services to Mascot Station and Westfield Eastgardens.
Section 16 Affordable housing requirements for additional floor space ratio Applies bonus height and floor space for residential development of up to 30%, where 10-15% affordable housing is provided.	Not applicable. The bonus provisions under Section 17 and 18 apply.
Section 17 Additional floor space ratio for relevant authorities and registered community housing providers Applies bonus floor space ratio to which this division applies that is carried out by or on behalf of a relevant authority or registered community housing provider, and on land with a maximum permissible floor space ratio of 2:1 or less. The maximum floor space ratio for the development is — - the maximum floor space ratio calculated in accordance with section 16, or - the maximum floor space ratio calculated in accordance with the below: The maximum permissible floor space ratio for the land plus an additional floor space ratio of — - if the affordable housing component is at least 50%—0.5:1, or - if the affordable housing component is between 20% and 50%—Y:1, where—	The applicable FSR under the Bayside LEP is 1.65:1. With a bonus FSR of 0.5:1 the maximum FSR would be 2.15:1. The proposed GFA is below the maximum permissible floor space as detailed in Section 1.4 of the EIS.

Relevant provisions	Consideration
<i>AH</i> is the affordable housing component. <i>Y</i> is $AH \div 100$ If development to which this section applies uses the maximum floor space ratio under subsection 2(a), section 16(3) also applies to the development.	
Section 18 Affordable housing requirements for additional building height Applies bonus building height for development that includes a residential flat building or shop top housing and does not use the additional floor space permitted under Section 16. The maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height of up to 30%, based on a minimum affordable housing component which must be at least 10% and calculated in accordance with the below: $\text{affordable housing component} = \frac{\text{additional building height (as a percentage)}}{2}$	The applicable height control under the Bayside LEP is 22. With a bonus height of 30% the maximum permissible height is 28.6m. The proposed development exceeds the maximum height of buildings by 0.8m (less than 3%) and is justified through a Clause 4.6 Report at Appendix AB.
Section 19 Non-discretionary development standards – the Act, s 4.15 Sets out development standards that prevent the consent authority from requiring more onerous standards for the relevant matters of residential development which applies to this division: • A minimum sites area of 450m² • A minimum landscaped area of 35m² or 30% of the site area (whichever is the lesser) • A deep soil zone on at least 15% of the site area where each deep soil zone has a minimum dimension of 3m and if practicable at least 65% of the deep soil zone is located at the rear of the site • Living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter • The following number of parking spaces for dwellings used for affordable housing – 1 bedroom – at least 0.4 spaces 2 bedrooms – at least 0.5 spaces 3 bedrooms at least 1 space • The following number of parking spaces for dwellings not used for affordable housing - 1 bedroom – at least 0.5 spaces 2 bedrooms – at least 1 space 3 bedrooms at least 1.5 spaces • A minimum internal area as specified in the Apartment Design Guide.	The proposed development complies with the non-discretionary standards as detailed below: • The total site area is 9,262sqm, which meets the minimum site area of 450 sqm • A total of 30% landscape area is proposed • Non-discretionary standards for deep soil do not apply to development to which Chapter 4 applies. • Non-discretionary standards for solar access do not apply to development to which Chapter 4 applies. • Car parking exceeds the minimum requirements of the Housing SEPP. • All apartments are compliant with minimum internal areas specified in the ADG. Refer to the Architectural Design Report at Appendix D.

Relevant provisions	Consideration
Section 20 Sets out that consent must not be granted to development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces) under this division unless the consent authority has considered the Low Rise Housing Diversity Design Guide. Consent must also not be granted to development unless the consent authority has considered whether the design of the residential development is compatible with – • The desirable elements of the character of the local area or • For precincts undergoing transition – the desired future character of the precinct.	Not applicable. Instead, Chapter 4 applies to the proposed development.
Section 21 Must be used for affordable housing for at least 15 years Sets out that consent must not be granted unless the consent authority is satisfied that for a period of at least 15 years commencing on the day of occupation certificate is issued for the development that – • the development will include the affordable housing required for the development under Section 16, 17 or 18 and • the affordable housing component will be managed by a registered community housing provider. This section does not apply to development carried out by or on behalf of the Aboriginal Housing Office or the Land and Housing Corporation.	Does not apply as the development is carried out by Homes NSW (Land and Housing Corporation).
Section 22 Subdivision permitted with consent Sets out that land on which development has been carried out under this division may be subdivided with development consent.	No subdivision is proposed.
Chapter 4 Design of residential apartment development	
Section 146 Referral to design review panel for development applications A consent authority must refer the residential apartment development applications to the design review panel for the local government area in which the development will be carried out for advice on the quality of the design of the development.	Does not apply to SSD, however the proposal has been reviewed by the State Design Review Panel on two occasions.
Section 147 Determination of development applications and modification applications for residential apartment development Sets out that consent must not be granted to residential apartment development unless the consent authority has considered the following – • the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9. • the Apartment Design Guide	Refer to the Architectural Design Report at Appendix D for an assessment against the Apartment Design Guide.

Relevant provisions	Consideration
any advice received from a design review panel within 14 days after the consent authority referred the development application to the panel.	
148 Non-discretionary development standards for residential apartment development – the Act, s 4.15 Sets out development standards that prevent the consent authority from requiring more onerous standards for the relevant matters of residential development which applies to this division: - Car parking must be equal or greater than the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide - The internal area for each apartment must be equal or greater than the recommended minimum internal area for the apartment type specified in Part 4D of the Apartment Design Guide - The ceiling heights for the building must be equal or greater than the recommended minimum ceiling heights specified in Part 4C of the Apartment Design Guide.	Car parking is provided in accordance with non-discretionary rates in Section 19 of the Housing SEPP. Refer to detail above. As detailed in the Design Report at Appendix x, all internal areas of apartments and ceiling heights for the building comply with Part 4C and Part 4D of the Apartment Design Guide.

2.6.4 State Environmental Planning Policy (Resilience and Hazards) 2021

Table 5: Consideration of the Resilience and Hazards SEPP

Relevant provisions	Consideration
Chapter 3 Hazardous and Offensive Development	
Chapter 3 Hazardous and Offensive Development applies to any development which fall under the SEPPs definition of 'potentially hazardous industry' or 'potentially offensive industry'.	The proposed development is not considered to fall within the abovementioned definitions and therefore is not applicable to this application.
Chapter 4 Remediation of Land	
Section 4.6 sets out that a consent authority must not consent to the carrying out of development unless it has considered whether the land is contaminated, and if the land is contaminated that it is satisfied that it is suitable in its contaminated state or that it will be suitable after remediation, for the purpose for which the development is proposed to be carried out. Further, the consent authority must consider 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 will be remediated before the land is used for that purpose.	This is addressed in Section 6 of the EIS and through the Preliminary Site Assessment / Detailed Site Assessment at Appendix Q and Remediation Action Plan at Appendix R.

2.6.5 State Environmental Planning Policy (Sustainable Buildings) 2022

Table 6: Consideration of the Sustainable Buildings SEPP

Relevant provisions	Consideration
Chapter 2, Section 2.1 Applies to residential development and sets relevant standards for BASIX buildings relating to energy, water use and thermal performance. It also sets out that Development consent must not be granted to development to which the standards specified in Schedule 1 (BASIX buildings) apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	This is addressed in the ESD Report (Appendix V) and BASIX certificate (Appendix W).

2.7 Bayside Local Environmental Plan 2021

Table 7: Bayside LEP

Control	Consideration	Complies
Part 2 Permitted and prohibited development		
2.5 Additional permitted uses Sets out that development referred to in Schedule 1 may be carried out with development consent. Schedule 1 sets out that residential flat building is an additional permitted use on the site.	The proposal is for a residential flat building which is permissible with consent.	Yes
Land use zone – objectives The site is zoned R3 Medium Density Residential - To provide for the housing needs of the community within a medium density residential environment. - To provide a variety of housing types within a medium density residential environment. - To enable other land uses that provide facilities or services to meet the day to day needs of residents. - To ensure land uses are carried out in a context and setting to minimise impact on the character and amenity of the area. - To enable residential development in accessible locations to maximise public transport patronage and encourage walking and cycling.	The proposed development meets the objectives of the R3 zone by providing new housing within a medium density residential environment, in an accessible location and which responds to the surrounding context.	Yes
Permissible uses The R3 zone does not permit residential flat buildings, however, development for the purpose of a residential flat building is	The proposal is for a residential flat building which is permissible with consent.	Yes

Control	Consideration	Complies
permitted with consent as an additional permitted use under Schedule 1 of the LEP.		
Part 4 Principal development standards		
Section 4.3 Height of buildings The Height of Buildings Map identifies the site as having a maximum height of 9m and being located within Area 14. Clause 4.3 sets out that in Area 14 the maximum allowable height for a residential flat building is 22m for a site area of at least 2,000sqm.	Bonus provisions under the Housing SEPP apply as detailed in Section 2.6.3	NA
Section 4.4 Floor space ratio The Floor Space Ratio Map identifies the site as having a maximum FSR of 0.55:1 and being located within Area 4. Clause 4.4 sets out that in Area 4 the maximum allowable FSR for a residential flat building is 1.65:1 for a site area of at least 2,000sqm.	Bonus provisions under the Housing SEPP apply as detailed in Section 2.6.3	NA
Part 5 Miscellaneous provisions		
Section 5.10 – Heritage Conservation Requires consent authority to consider the effect of the proposed development on a heritage item, heritage conservation area or land within the vicinity of a heritage item or heritage conservation area.	The site is not identified as a heritage item or within a heritage conservation area, however, the site is adjacent to Jellicoe Park which is a listed landscape heritage item. This is addressed in the Heritage Impact Assessment at Appendix L.	Yes
Section 5.21 Flood planning Requires the consent authority to consider whether the development is compatible with flood risk, whether it will adversely affect flood behaviour, the safe occupation or evacuation in a flood event, or the environment and incorporates appropriate measures to manage risk to life. The consent authority must also consider projected changes due to climate change, the intended design and scale of the building, risk to life and evacuation measures or the potential to modify, relocate or remove buildings in a flood event.	Addressed in the Flood Impact and Risk Assessment at Appendix O.	Yes
Part 6 Additional local provisions		
Section 6.1 Acid sulfate soils Requires an acid sulfate soils management plan for certain development on land identified on the Acid Sulfate Soils map.	The site is not mapped as containing acid sulfate soils.	NA

Control	Consideration	Complies
6.3 Stormwater and water sensitive urban design Requires the consent authority to be satisfied that stormwater impacts and water sensitive urban design measures have been addressed.	Addressed in the Water Management Plan at Appendix N.	Yes
6.7 Airspace operations Requires the consent authority must not grant development consent to development that is a controlled activity within the meaning of Division 4 of Part 12 of the <i>Airports Act 1996</i> of the Commonwealth unless the applicant has obtained approval for the controlled activity under regulations made for the purposes of that Division.	This is addressed in Section 2.3 of this document.	Yes
6.8 Development in areas subject to aircraft noise Applies to land within the near the Sydney (Kingsford-Smith) Airport, and in an ANEF contour of 20 or greater.	The site is located outside the ANEF contours for the Sydney Airport.	NA
6.10 Design excellence Requires the consent authority to - Consider whether development exhibits design excellence, and - For development between 3 storeys / 12m and 12 storeys / 40m to be reviewed by a design review panel.	The proposal has been reviewed by the SDRP on two occasions as detailed in the Architectural Design Report at Appendix D.	Yes
6.11 Essential services Sets out that development consent must not be granted unless the consent authority is satisfied that essential services are available or that adequate arrangements will be made to make them available.	The site is currently serviced with essential infrastructure which will be expanded to support the development.	Yes

2.8 Bayside Development Control Plan 2022

Whilst it is noted that DCPs are not a matter for consideration in the assessment of SSDAs by virtue of Clause 2.10 of the Planning Systems SEPP, key provisions of the Bayside LEP have been considered for the purposes of this SSDA, demonstrating that it is generally consistent.

Table 8: Bayside DCP

Control	Consideration	Complies
5.1.4 Quality of design, housing choice and diversity		
Section 5.2.4.1 Streetscape, local character, and quality of design Developments are to comprise a mix of apartment types, where gardens, adaptability and accessibility are more easily achievable for elderly people,	The proposed housing mix is detailed below. Social housing dwellings: 1 bedroom – 53 dwellings (63%) 2 bedroom – 27 dwellings (32%) 3 bedroom – 4 dwellings (5%)	Generally compliant

Control	Consideration	Complies
families with children, or people living with disabilities. - Developments that propose more than 20 dwellings are to provide a mix of dwellings as follows: - Studio: 5 – 10% 1 bedroom: 10 – 30% 2 bedroom: 40 – 75%; and 3+ bedroom: 10 – 100% - The maximum percentage of 1-bedroom dwellings may be increased above 30% provided the number of studio dwellings and 1-bedroom dwellings combined does not exceed 40% of the total dwellings proposed. - Family friendly apartments of 3 bedrooms or more are to be located on the lower four floors of the building.	Private market dwellings: 1 bedroom – 29 dwellings (21%) 2 bedroom – 80 dwellings (57%) 3 bedroom – 31 dwellings (22%) The social housing dwelling mix has been developed to align with social housing demand which is predominantly for 1-2 bedroom apartments. The private market housing is compliant with Council's dwelling mix requirements. The proposal includes 3 bedroom apartments located at the ground floor.	

5.2.4 High Density Residential

Section 5.2.4.1 Streetscape, local character, and quality of design - Where development is 3 or more storeys and has four or more dwellings consider the relevant objectives and design criteria of the Apartment Design Guide. - Important corners are expressed by giving visual prominence to parts of the façade through a change in building articulation, material, colour, roof expression or increased height. - The building line of a street wall must be parallel with the street boundary alignment. - Buildings are to provide opportunities for people to engage through well designed entry lobbies, entry porches and loggias. - Elevations are to be articulated into smaller elements in horizontal and vertical planes to provide visual detail and interest through the use of building entries, balconies, private outdoor recreation areas, windows, doors, eaves, overhands and other sun shading devices, blade walls and fins. - Avoid large expanses of blank walls. - Building should vary in size, height, form and architectural expression. - Incorporate a range of measures to provide high amenity including sun shading devices, noise barriers, privacy screens, location of balconies and terraces etc, - Plumbing services, fire boosters and substation are to be integrated within the building footprint	- The Apartment Design Guide is addressed as part of the Architectural Design Report. - The treatment of building corners is integrated into the façade design. - The buildings are located parallel to adjacent streets. - The development address the surrounding streets and public domain through entry lobbies, direct entries to ground floor apartments and a public though site link. - A high level of articulation is provided through built form insets as well as through the façade composition. - Large extents of blank walls have been avoided. - Building heights range from 7-8 storeys with the façade treatment providing for a stepping of the masonry base. - Services have been integrated into the building design wherever possible.	Yes
--	--	-----

Control	Consideration	Complies
All overhead wires fronting the site are to be relocated underground.		
Section 5.2.4.2 Built form controls - Buildings are to vary in size, height, form, and architectural expression so that it presents as a group of buildings rather than a singular architectural design or building. - Western elevations incorporate measures that reduce solar gain from direct summer sun - Building utilities such as clothes drying areas and air conditioning units are screened from public view. - The floor level of the upper most storey must be at least 3.5m below to maximum permitted height to achieve a variety of roof forms. - Where provided on a roof, plant rooms, lift overruns and mechanical ventilation are to be integrated into the building design and are not visible from the public domain public place. - Upper storeys are to be articulated through measures such as differentiated roof forms, maisonettes or mezzanine penthouses. - Ground floor dwellings fronting a street are to have individual street entries - Dwellings provided at the ground storey are encouraged to be designed in a form similar to 2 storey terrace houses including framing fin walls to delineate individual dwellings. - Maximum difference in height between the public and private domain at the lot boundary is 1m. - Ground floor units must not be located below street level. - Elements forward of the main building line such as private open space and fencing must be designed to facilitate opportunities for passive casual surveillance of the public domain. - Large expanses of blank walls are to be avoided.	- The façade design provides for a cohesive group of buildings united by a stepping masonry datum which share an architectural language. - This is complemented by changes of material quality, fenestration and texture to provide variety along the streetscape including through varied brick colours and textures and varied green tones to the upper level profiled cladding. - Landscaping and shade screens are applied to manage solar gain. - Rooftop services are located to minimise visibility from the street - Location of ground floor apartments fronting the street with private open space located to provide passive surveillance and the majority having direct street access - Ground floor apartments address the street and are raised to above the adjacent ground level to meet the flood planning level. - Large expanses of blank walls have been avoided.	Yes
Section 5.2.4.3 Setbacks - The building setback to a road is compatible with the predominant front setback. - Side and rear setbacks are to be consistent with the Apartment Design Guide.	A 5.5m front setback is proposed which is compatible with the predominant front setback. Side and rear setbacks have been designed to meet the requirements of the Apartment Design Guide and maximise tree retention.	Yes

Control	Consideration	Complies
Section 5.2.4.4 Landscaping and private open space - New development must comply with the minimum private open space and landscaping provisions contained within Section 3.7 (Landscaping, Private Open Space and Biodiversity) - New development must comply with the landscaping, private, communal open space and deep soil criteria in the Apartment Design Guide. - Any rooftop terrace must be oriented to minimise impacts on the visual and acoustic privacy of adjoining sites. - Perimeters of roof tops terraces bordering side or rear boundaries must be screened to minimise potential privacy issues. The use of planters within screens is encouraged. the location of screens must not contribute to the perceived bulk of the building form. - The trafficable area of the roof top terrace and balustrade shall be setback at least 1.5m from the building edge. - The roof top entry point and associate roof form must not contribute to the perceived bulk of the building.	- See Section 3.7 below. - The proposal generally complies with the landscaping requirements of the ADG as detailed in the EIS and the Architectural Design Report at Appendix D. - No roof terraces are proposed.	Generally compliant
5.2.4.5 Solar access and overshadowing Adjoining properties that the ADG does not apply to should receive a minimum of 2 hours direct sunlight in habitable living areas (family rooms, rumpus, lounge, and kitchen areas) and at least 50% of the primary private open space between 9am and 3pm in mid-winter.	This is addressed in the Architectural Design Report at Appendix D.	Yes
Section 5.2.4.6 Parking, access, and circulation - Development must be consistent with the requirements of Section 3.5 (Transport, Parking and Access) - Apartment design complies with the provisions of Chapter 4F Common circulation and spaces of the Apartment Design Guide. - All common corridors have a minimum width of 2m to enable bulky goods (white goods, furniture etc) to be easily transported through the building - All common corridors are to be provided with natural light and ventilation - Minimum dimensions of lifts are to comply with Australian Standards - Lifts are to be accessible from all levels of the building including the basement. - Level access to the lift from the basement is provided.	- See Section 3.5 Transport, Parking and Access below. - The proposed common circulation is consistent with the ADG. - All common corridors meet the requirements of the DCP. - Both buildings have access to multiple lifts which are accessible to all levels and provide level access from the basement. - See Section 4.10 Universal, Accessible and Adaptable Design below.	Yes

Control	Consideration	Complies
- Each dwelling on a level above the sixth storey has access to two lifts. - In buildings of more than 4 storeys ensure that alternative access to another elevator is available - All applications are to comply with the provisions of the Disability Discrimination Act and Part 4.10 Universal, Accessible and Adaptable Design.		
Section 5.2.4.7 Visual and acoustic privacy - Habitable room windows above the ground floor which face side or rear boundaries that adjoining a residential property must: - provide offsetting of the edge of one window to the edge of the other window by a sufficient distance to limit views, or - sill heights 1.5m above the floor level of that storey, or - opaque glazing in any part of the window below 1.5m above floor level or - fixed external screens with 50% transparency or less. - Balconies and terraces are to minimise overlooking of an adjoining property - Overlooking into the internal private or external open space of adjoining neighbours are to be avoided. - Rooms with snorkel windows are discouraged.	Overlooking into adjoining neighbours is minimal as the site does not directly adjoin any residential neighbours. This is further minimised by generous boundary setbacks and retention of existing trees and location of proposed landscaping. Acoustic privacy is addressed in the Noise and Vibration Impact Assessment (Appendix I).	Yes
Section 5.2.4.8 Materials and finishes - Building base or key elements are to incorporate visually heavier materials such as brick, stone or concrete - Lighter materials such as glazing, cladding or lightly coloured rendered surfaces are to reduce perceived bulk and add relief to the façade - Colour scheme for external elevations is to comprise a selection of lighter, softer and more visually recessive colours i.e. whites, creams, greys, browns - A schedule of finishes and a detailed colour scheme for the building façade is to accompany all DAs - Solar panels are to be integrated into the design of a building - Materials on the exterior of the building are to be low maintenance and durable and graffiti resistant such as combinations of concrete, brick, timber, and glass.	- The proposal comprises a masonry base and lightweight upper levels with materials chosen for durability and minimal maintenance. - The color scheme comprises brick and soft green tones. - A schedule of finishes and materials is included in the EIS documentation. - Solar panels are integrated into the rooftop design.	Yes

Control	Consideration	Complies
Section 5.2.4.9 Entries - The entry is to be designed so that it is clearly identifiable in the street - Entrances must provide shelter and be well-lit and safe spaces - At least one main entry with convenient universal, barrier free access must be provided - Where a ramp access is provided it is not visually dominant from the public domain - Provide separate entries for pedestrians and cars - Design entries and associated circulation space of an adequate size to allow movement of furniture - Pedestrian entries are to be located on primary road frontages - Building entries providing access to more than one dwelling maximise visual connections between the private and public domain through layout and materials such as large expanses of transparent glass. - Street numbering and mailboxes must be clearly visible from the public street. - Devices such as opening fencing may be necessary along the front boundary to ensure visibility and security.	- Residential lobbies front Banks Avenue with direct visual connection from the street - Sheltered lobby entries are provided. - Separate residential lobbies are provided for each building. - Separate vehicular access is provided from Park Parade at the north and south. - Letter boxes are located within the lobbies.	Yes
3.5 Transport, parking and access		
3.5.1 Design of the Parking Facility - Off-street parking facilities are not permitted within the front setback area. - The design width of the access driveway shall minimise loss of on street parking and be as per Bayside Technical Specification – Traffic, Parking and Access. - Off-street parking facilities are to be designed in accordance with AS2890. <u>Vehicular access</u> - Maximum of one vehicular access point per property - Avoid vehicular access locations close to intersections (as per AS2890.1), less than 0.5m from any power pole, where sight line distances cannot be achieved, within the drip line or canopy of trees. - Developments comprising 4 or more dwellings or car spaces are to include manoeuvring to allow a vehicle to enter and exit in a forward direction - Vehicular access is to be provided from a secondary street frontage or rear lane where possible	- All off street parking is proposed within basements to meet the requirements of the DCP. - The basement car parking is designed in accordance with AS2890 as detailed in the Traffic Impact Assessment. - Single vehicle access points are proposed for the private market housing property and social housing property with access from Park Parade to the north and south. - Vehicles are able to enter and exist in a forward direction including service vehicles.	Yes

Control	Consideration	Complies
- Maximum driveway gradients for at least the first 6m into the property shall be no greater than 1 in 20 or 5% - Access driveways / vehicular crossing are to be designed to accommodate the turning circle of the largest vehicle expected to use the services area without crossing the centreline of the road. Specific consideration is to be given to two-way simultaneous movements. - The location of vehicle control points (e.g. roller doors or boom gates) are to allow sufficient queuing areas (minimum 1) within the site for entering vehicles. <u>Pedestrian access</u> - Pedestrian entrances and access must be legible and separated from vehicular access paths - Car parks must provide direct and safe pedestrian access to a buildings entry and exit.		
3.5.2 Traffic Impact Assessment and Transport Plans A Traffic and Parking Impact Assessment is to be prepared and submitted as part of the DA.	A Traffic Impact Assessment has been prepared as part of the DA (Appendix M).	Yes
3.5.3 On-site Car Parking Rates Development is to provide on-site car parking in accordance with the below rates: 1 space per dwelling with 1 bedroom or less 2 spaces per dwelling with 2 bedrooms or more 1 visitor parking space per 5 dwellings. <u>Car Wash Bays</u> 1 car wash bay is to be provided for every 60 dwellings. It can be either a dedicated space or shared with a visitor parking space. Dimensions of each car wash space are to be at least 3.5m x 5.4m - Car wash bays are to be fully bunded and discharge only to the sewer in accordance with Sydney water requirements. Bays are to be covered and appropriately signposted and have a cold-water tap (typically connected to the rainwater).	The Housing SEPP sets out non-discretionary minimum car parking rates for affordable housing within infill affordable housing developments. The proposed development exceeds the required minimum number of car parking spaces as detailed in the Traffic Impact Assessment. Where required a car wash bay can be accommodated within a visitor car space as a condition of consent.	Yes
3.5.4 Bicycle and Motorcycle Parking Bicycle & motorcycle parking must be provided on site as follows:	The proposal includes parking for 224 bicycles including the following which is generally consistent with the requirements of the Bayside DCP:	Yes

Control	Consideration	Complies
- 1 bicycle space per dwelling (for residents) - 1 bicycle space per 10 dwellings (for visitors) - 1 motorcycle space per 15 car spaces • Bicycle parking facilities shall be designed in accordance with AS2890.3 and AUSTROADS. Motorcycle parking is to be designed in accordance with AS2890.1 • Bicycle parking is to be in the form of bicycle lockers/cages or as bike racks within a well-lit secure room/structure monitored by security camera surveillance. (security level A or B from table 1.1 of AS2890.3:2015). • All visitor bicycle spaces shall be located at the entrance to the development and be designed as security level C in accordance with AS2890.3:2015 • Bicycle parking in basements is to be located on the uppermost level of the basement close to entry/exit points.	• 84 for the social housing (including 16 within basement storage cages) • 140 for the private market housing (including 50 within basement storage cages).	
3.5.5 Accessible parking • Half of the adaptable dwellings provided in a development are required to have allocated accessible resident car parking (e.g. 8 adaptable apartments require a minimum of 4 accessible car parking spaces) and designed in accordance with either A24299 or AS2890.6. • Accessible car parking spaces are to be allocated to adaptable dwelling units and designed to prioritise the location in close proximity to lifts and access points.	A total of 26 resident accessible car parking spaces are provided which will be allocated to adaptable/DDA apartments. A total of 55 adaptable/DDA units are proposed (which exceeds the minimum requirement of 45) meaning around 50% will have accessible car parking.	Yes
3.5.6 Loading facilities • For 50 dwellings and above, 1 MRV service bay plus 1 service bay (for MRV or larger) for every additional 100 dwellings is to be provided. • Loading points are to be designed to allocate sufficient areas for collection and delivery of goods, allow delivery vehicles to access buildings safely and efficiently, minimise impacts of noise on building occupants and neighbours, not dominate or detract from the appearance of the development and streetscape and not be positioned within the front landscape setback. • Service bays and loading docks for service vehicles include access to these areas and are to be designed in accordance with AS2890.2	Site service is proposed to be accommodated through a layby arrangement from Banks Avenue which will accommodate waste, delivery and removal vehicles and can accommodate a council waste removal vehicles and other delivery vehicles.	Generally compliant

Control	Consideration	Complies
- Service bays are to be adequately screened from the street and located near vehicle entry points and lifts, away from sensitive land uses, completely within the boundary of the site and clear of parked vehicles and through traffic. - Loading bays are to be clearly designated and signposted for service vehicles only and not used for storage. - Service vehicles are to be able to enter and exit the property and not compromise pedestrian safety. - Loading and waste collection shall be located separately from public parking areas and designed and operated so that vehicles can manoeuvre on site without interfering with buildings, parked vehicles and landscaping. - A loading dock management plan is to be prepared for all development and is to address waste collection.		
3.5.7 Waste collection - Waste collection must be provided on site and designed to accommodate a Council garbage truck or any vehicles used by private waste contractors (SRV minimum). - Waste collection point is to be designed to allow waste loading operations to occur on a level surface away from parking areas, turning areas, aisles, internal roadways and ramps; and provide sufficient side, rear and vertical clearance; and comply with Bayside Technical Specification – Traffic, Parking and Access. - Waste rooms are to be located close to waste collection point. Where this cannot be provided for and waste rooms are spread out across the basement of a development, a method to internally transport waste to the collection point is to be provided. - Where collection vehicles are to enter inside a building the design of the building shall provide for a minimum vertical clearance of 4.5m for MRV and 3.5 headroom clearance for SRV (clear of all service ducts, pipes etc); collection vehicles are to enter and exit the premises in a forward direction and the driveway width and gradient to be as per AS2890.2.	These requirements are accommodated by the servicing layby from Banks Avenue. Two collection storage areas are proposed at ground level fronting the service vehicle layby, with Building Management to transfer bins from each building's basement Waste Storage Area to the bin collection stores prior to collection and returned afterwards with transfer to be facilitated using a bin tug.	Yes

Control	Consideration	Complies
3.5.8 Basement Parking - Basement car parking is preferred for large scale residential and commercial development - Ventilation grills and screening are to be integrated into the façade and landscape design - Natural light and ventilation must be introduced into semi-basement parking, where possible. - Basement parking areas are to be: - adequately ventilated, preferably through natural ventilation and daylight where feasible, - located within the building footprint to maximise deep soil, - located fully below natural ground level - where site conditions mean that locating basement fully below ground level is unachievable, the maximum basement elevation above natural ground level is to be 1m at any point of the site, or in flood prone areas, to the minimum floor level required by Council. - designed for safe and convenient pedestrian movement including separate pedestrian access points. - Above ground parking areas are to be: - Sleeved with active uses / retail / lobbies / residential uses etc., - Have sufficient floor to ceiling heights that allow the area to be adapted into other uses. <u>Car Parking Areas – CPTED</u> - Dense vegetation, solid fences and unnecessary structures along the perimeter of the car parking area is not permitted. - Parking is to be designed to provide sightlines from moving cars and between parked cars. - Entry to basement parking will be through security access via the main building. Access is to be fitted with a one-way door from the foyer into the basement. - For multi-storey car parking, stairwells are to be open or see through to enable informal surveillance to be provided to and from the public areas.	- All car parking is proposed to be accommodated within basements. - The basement is located largely below the footprint noting that 20% deep soil is achieved significantly exceeding the ADG requirement. - Basement protuberance is required to meet the flood planning level, with landscaping located to ensure a high quality interface. - Basement access will be via security pass access.	Yes

Control	Consideration	Complies
Access to car parks from common areas are to be secured by lockable doors.		
3.5.9 Car share - Residential development with more than 25 dwellings are to provide on-site carparking for 1 car share space for every 50 car spaces within the development. - The car share space(s) within a residential development can either replace a visitor car parking space or be provided in addition to the required car parking provision. - Where provided, car share parking spaces are to be: - located together - clearly designated by signs as being for car share scheme use. - to be retained as common property by the Owners Corporation of the site and not to be sold or leased to an individual owner or occupier - Publicly accessible at all times, adequately lit, line marked, sign posted and located off street. - The car share space must be dedicated solely for the use as a car share space and be made available to car share operators without a fee.	Car share can be included in one of the car spaces where required.	Able to comply.
3.5.9 Electric vehicle charging All multi-unit residential car parking spaces must be 'EV-Ready'. An 'EV-Ready' car space requires the provision of a backbone cable tray and a dedicated spare circuit within an EV Distribution Board enabling future installation of a smart EV charger and cabling to the EV Distribution Board. Additional EV requirements to be addressed in the ESD report.	This is addressed in the ESD report at Appendix V.	Yes.
3.6.2 Adaptable Dwellings and Universal Housing		
- Incorporate the following universal design measures for all ground floor dwellings including: - an accessible continuous path of travel from the street entrance and or parking area to the dwelling entrance - at least one level entrance into the dwelling - internal doors and corridor widths that facilitate comfortable and unimpeded movement	- Ground floor apartments are able to comply with these requirements. - A total of 55 DDA/adaptable apartments are proposed (25% of the total).	Yes

Control	Consideration	Complies
- a toilet on the ground or entry level - reinforced walls around the toilet, shower and bath to support installation of grab rails - a continuous handrail on one side of the stairway where there is a rise of more than 1m. - A minimum 20% of dwellings must be adaptable dwellings and designed and constructed to a minimum Class C under AS 4299 Adaptable Housing.		
3.7 Landscaping, Private Open Space and Biodiversity		
3.7.1 Landscaping <u>General Design and Layout</u> - Development must comply with Council's Technical Specification – Landscape. - The layout and design of driveways, pedestrian entries and services maximises deep soil and retention of existing trees and planting of new trees. - Landscaping is located primarily in usable areas - At least 20% of the front setback is to be landscaped. - Side setbacks included in the landscaped area shall be maximum 20% of the total landscaped provision. - Landscaped area located between driveways/pathways and side boundaries have a minimum width of 1m and a minimum of 75% of the landscaped area must consist of planting, grass, and trees, but not gravel/paving. - Minimum landscaped area is 15%. - Street trees are to be provided in accordance with Council's Street Tree Masterplan. - Existing trees, including street trees must be preserved where possible.	- Council's Technical Specification – Landscape is addressed in the Landscape Report - The site layout and design maximises deep soil and tree retention. - All street trees are to be retained. - Landscape area of 30% is achieved consistent with the Housing SEPP non-discretionary standard.	Yes
3.7.2 Planting design and species Detailed controls to be addressed in Landscape Plans.	Addressed in the Landscape Report at Appendix F.	Yes
3.7.4 Public open space interface controls: - Where possible, highly used habitable rooms such as living rooms should be located and oriented to overlook adjoining public open space and non-habitable rooms should not be located to face adjoining public open space. - Building elevations facing adjoining parkland should locate and orient large or frequent transparent openings such as	- The proposed development maximises location of apartments and associated private open space on the eastern façade fronting Jellico Park. - Security fencing is designed to be open to maintain visual connections.	Yes

Control	Consideration	Complies
windows directly onto highly used habitable rooms and their principal private open space in the form of decks, balconies or patios to overlook the parkland. - The layout and design of private open space, including the type and nature of structures and vegetation, does not obstruct lines of sight obtained from the dwelling to the park. - Fencing adjoining parkland is to be of high quality, durable and low maintenance. (Note: Where possible, it is preferred that fencing be located 1 metre within the property boundary with the side facing the park planted with screening planting that is durable, low maintenance, indigenous and will achieve a height no greater than the fence at maturity).		
3.8 Tree preservation and vegetation management		
3.8.2 Tree and vegetation offset controls - A tree replacement ratio of 8:1 applies to high density development. - All replacement trees must be consistent with the tree list requirements in Council's Landscape Technical Specification.	This is addressed in the Landscape Report	Generally compliant
3.9 Stormwater management and water sensitive urban design		
Detailed controls addressed in Stormwater Management Plan	See Water Management Plan (Appendix N).	Yes
3.10 Flood prone land		
Detailed controls addressed in Flood Assessment	See Flood Impact and Risk Assessment (Appendix O).	Yes
3.12 Waste minimisation and site facilities		
Detailed controls addressed in Waste Management Plan	See Waste Management Plan (Appendix U).	Yes
3.13 Development in areas subject to aircraft noise and affected by prescribed airspace		
Development on land within an ANEF affected area (ANEF 20+) must be designed and constructed in accordance with the relevant Australian Standard and other guidelines issued by relevant agencies and authorities and supported by a Noise Impact Assessment demonstrating indoor design sound	The site is outside the ANEF 20 contour. The proposed development is located within the Obstacle Limitation Surface (OLS) of RL51m AHD and based on Sydney Airport mapping appears to be within the PANS-OPS of RL77.4m AHD.	Yes

Control	Consideration	Complies
levels in AS 2021 – 2000 can be achieved. • If a building is located within a specific area identified on the OLS map or seeks to exceed the height limit specified in the map, notice of the proposal must be given to Sydney Airport Corporation for consideration on height grounds • Development above 15.24m in height is required to be referred to Sydney Airport Corporation for consideration on height grounds. • Development must consider the operating heights of all construction cranes or machinery (short term controlled activities) that may penetrate prescribed airspace. Consideration should be given to the timing and location for the proposed control activity on site for referral to Sydney Airport Corporation.	The proposed maximum building height at RL50.500m is below the PANS-OPS and OLS. Where a construction crane exceeds the OLS a “controlled activity” approval may be required. Notwithstanding, the proposed development is over 15.24m in height and will therefore be referred to Sydney Airport Corporation for consideration on height grounds.	