

BOTANY BAY DEVELOPMENT CONTROL PLAN 2013 COMPLIANCE TABLE

Control	Proposal
Part 3A Parking & Access 3A.2 Parking provisions for specific uses	
C2 Car parking shall be provided in accordance with Table 1 of the BBDCP 2013. Industrial Training Facilities 1 space / 2 employees; plus 1 space / 10 visitors C7 In every new building, where the floor space exceeds 600m ² GFA bicycle parking equivalent to 10% of the required car spaces shall be provided.	N/A – The proposed car parking strategy is to accommodate for the loss of existing car parking to build the FTC and to foresee future car parking loss as a result of end of leases or other development. Refer to the Traffic Report and Section 7.1 of the EIS. The proposal provides 69 bicycle car parks at the ground floor level of the multi-storey car park. The bicycle parking demand, calculated as 10% of the required spaces as per the rates in C2, is 31 spaces. Therefore, the proposed 69 bicycle spaces is compliant.
Part 3A.3.1 Car Park Design	
C1 All off-street parking facilities shall be designed in accordance with current Australian Standards AS2890.1 and AS2890.6 (for people with disabilities).	COMPLIES – The proposal has been designed in accordance with current Australian Standards AS2890.1 and AS2890.6 (for people with disabilities).
C2 Vehicle access points, loading/unloading area and the internal circulation of an off-street parking facility shall be designed in a manner that entry to and exit from the site is made in a forward direction (except for dwelling houses).	COMPLIES – The proposal enables vehicles to move from a forward direction when entering and exiting the site to access the carpark.
C5 A swept path analysis shall be provided for manoeuvring of commercial vehicles. The diagrams shall include a scale, dimension and legend and be prepared by standard software (e.g. Auto Track, Auto Turn or equivalent) or based upon the turning templates in AS2890.2.	COMPLIES – Swept path analysis diagrams have been provided in the Traffic Report.
C6 All parking bays shall be clearly designated, sign posted and line marked.	COMPLIES – The parking spaces will be clearly marked with on-road signage.
C7 Stormwater disposal systems in car parks shall comply with Council's Stormwater Management Technical Guidelines.	COMPLIES – Water quality treatment requirements have been designed in accordance with Bayside Council's Stormwater Management Part 3G policy document.
C8 Walking routes through large car parks are to be clearly delineated with appropriate marking, pedestrian crossing and signposting.	COMPLIES – Marked pedestrian paths are provided from the car park to the Flight Training Centre and appropriate marking is provided in the car park.
C9 The length of uncovered driveways/ramps are limited to 6 metres from the face of the building (building line).	COMPLIES
C10 Off-street parking facilities are not permitted within the front setbacks.	COMPLIES – Off-street car parking is not provided within the front setback.
C11 Car parks must provide a direct and safe access to a building's entry and exit (well lit and free of concealment opportunities).	COMPLIES – A dedicated pedestrian path and marked crossings are provided from the car park to the flight training facility.
C12 Off-street parking facilities must not dominate the streetscape and are to be located away from the primary frontages of the site.	COMPLIES – the carpark is located away from the primary street frontages and will not dominate the streetscape.
C13 Pedestrian entrances and exits shall be separated from vehicular access paths.	COMPLIES – Various entrances and exits are provided at the perimeter of the car park which separates pedestrian access from vehicle access.
C14 A maximum of one vehicle access point is permitted per property. Council may consider additional vehicle access points for large scale developments.	N/A – The site is a large scale development and requires two vehicle entry and exit points to separate delivery vehicles from staff parking and enable vehicles to exit in a forward direction.
C15 Vehicle access points of the property should not be located:	COMPLIES – The vehicle access points are located on King Street which does not have high traffic volumes or constant pedestrian movements along the footpath. The site located at 350

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<ul style="list-style-type: none"> i. In places with high traffic volumes, such as classified or arterial roads; ii. Close to intersections as outlined in Section 3.2.3 of AS2890.1; iii. Where there is heavy or constant pedestrian movements along the footpath; iv. Opposite to other traffic generating developments; v. Where traffic using the driveways interferes with or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings; vi. Adjacent to the sag point of the street; and vii. In places where sight distanced requirements outlined in Section 3.2.4 of AS2890.1 cannot be complied with. 	<p>King Street, on the opposite side of the proposal, is Qantas owned land and consists of vacant buildings. The vehicle access points will not interfere with bus stops, taxi ranks, loading zones or pedestrian crossings.</p> <p>Refer to Traffic Report for more detail.</p>
C17 Parking and servicing access shall be provided from a secondary street frontage or rear lane where possible.	N/A - The site does not benefit from secondary street frontages.
C18 The maximum gradients on and near access driveways and for at least the first six (6) metres into the property boundary shall be 1 in 20 or 5% (except for dwelling houses) upward from kerb line to allow drivers adequate visibility of pedestrians and prevent inflow of surface stormwater runoff into the property during heavy storms.	COMPLIES – The vehicle pathway from King Street will be at - grade for the first 6 metres into the property boundary.
C19 The location of vehicle control points (e.g. roller doors / boom gates) shall allow sufficient queuing areas within the site in accordance with AS2890.1 for vehicles entering the site.	COMPLIES – At the western vehicle access point, boom gates are located approximately 40m from the site boundary. At the eastern vehicle access points, boom gates are located 80m from the site boundary. This will allow sufficient queuing areas within the site.
C20 Landscaping must comply with Part 3L – Landscaping.	COMPLIES – see section 3L-Landscaping in this table.
C29 Car parking areas shall be adequately finished with fully sealed surfaces, internal drainage systems, line markings, appropriate kerbing, paved aisle dividers and/or wheel stops.	COMPLIES – Car parking will have fully sealed surfaces, internal draining systems, line markings and wheel stops.
C30 Appropriate landscaping which responds to the site conditions and surrounding context, particularly the transition between public and private spaces must be provided on-site.	COMPLIES –Landscaping strategy responds to the site conditions and surrounding context and defines pedestrian pathways and public and private space.
C32 All off-street parking areas and internal circulation roadways shall be sealed with hard-standing all weather materials or approved alternatives to Council's satisfaction.	COMPLIES – Roadways are sealed with hard-stand materials.
Part 3J Development affecting operations at Sydney Airport	
3J.2 Aircraft Noise Exposure Forecast	
C2 Where the building is classified as "conditional" under Table 2.1 of AS2021-2015, development may take place, subject to Council consent and compliance with the requirements of AS2021-2015.	Noted.
C3 Where a building site is considered by Council to be located on or immediately adjacent to an ANEF contour and could be affected by aircraft noise the subject development will be assessed as if it was located within the relevant ANEF contour.	Noted
3J.3 Aircraft Height Limits and Prescribed Zones	

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<p>C1 If the building is located within a specific area identified on the OLS map or seeks to exceed the height limit specified in the map the application must be referred to Civil Aviation Safety Authority and Airservices Australia for assessment.</p> <p>C2 Developments must consider the operating heights of all construction cranes or machinery (short term-controlled activities) that may exceed the OLS height limits thereby penetrating the prescribed airspace. Consideration should be given to the timing and location for the proposed controlled activity on site for referral to Civil Aviation Safety Authority and Airservices Australia.</p> <p>C3 Approval to operate construction equipment (i.e. cranes) shall be obtained prior to any commencement of construction, where the prescribed airspace is affected.</p>	<p>COMPLIES – An Aeronautical Impact Assessment has been prepared and states that the maximum height of 47.53 metres of the proposal is compliant with the OLS of 51 metres.</p> <p>The report notes that construction activity and cranes may infringe on the OLS and the construction methodology will need further consideration prior to gaining approval from SACL and DIRDC to ensure that the construction of the proposal will not cause disruption to the safety and regularity of flight operations at Sydney Airport.</p>
Part 3L Landscaping	
3L.1.2 Development Application Submission Requirements	
<p>C1 Landscape documentation is required to be submitted in accordance with the below:</p> <p><i>Industrial Development</i></p> <ul style="list-style-type: none"> - Arborist Report/Tree Assessment - Landscape Plan - Schedule of Finishes - Specifications and Construction Details - Landscape Maintenance Schedule - Public Domain Plan 	<p>COMPLIES – All documentation has been provided as part of this development application.</p>
Part 3N Waste Minimisation Management	
3N.3.3 Commercial, Industrial and Other Non-residential Development	
<p>C1 Waste and recycling storage areas must be located in a position convenient for both users and waste collection personnel.</p> <p>C2 Preparation of a Site Waste Minimisation and Management Plan (SWWMP).</p> <p>C3 Plans submitted must show the designated waste and recycling storage rooms, collection points, path of travel for moving bins and travel for collection vehicles.</p>	<p>COMPLIES – Refer to Operational & Construction Waste Management Plan.</p>
Part 6 – Employment Zones	
6.2.3 Mascot (West) Industrial Precinct	
<p>C1 Development shall encourage a higher public transport (including walking and cycling) use and include strategies to encourage and promote car sharing and car pooling strategies. A Workplace Travel Plan is to be lodged with the development application.</p> <p>C2 Development is to have a relationship with Sydney (Kingsford Smith) Airport</p> <p>C3 Development shall not adversely affect the operation of duplication of the Sydney-Botany Goods railway line.</p> <p>C4 Development within the precinct shall submit a detailed Flood Study/Assessment for 1 in 100-year</p>	<p>COMPLIES – A Workplace Travel Plan will be prepared by Qantas at a later stage, as a condition of consent. The Workplace Travel Plan will be prepared in accordance with recommendations provided in the Traffic Report.</p> <p>COMPLIES – The proposal is for the purposes of training Qantas' pilots and cabin crew and is related to Sydney Airport.</p> <p>COMPLIES – The proposal will not impact on the Botany Freight Rail duplication project. Consultation was undertaken with ARTC to discuss the project and a summary of outcomes is provided in the EIS.</p> <p>COMPLIES – Refer to Flood Study.</p>

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average recurrence internal (ARI) design storm events and probably maximum flood (PMF).	
C6 Development within the precinct shall require submission of a Risk Management Plan to address potential risks related to coastal sea levels.	
6.3.2 Building and Site Layout	
C1 A site analysis plan is to be lodged with the Development Application.	COMPLIES – A site analysis report has been submitted as part of this development application.
C2 New buildings works must address the street, highlight any-non-industrial aspects, avoid long blank walls and long continuous roof lines and provide regular modulation to the façade.	COMPLIES – The Flight Training Centre building address King Street and is well articulated with materials and finishes to break up the built form. Floor space is distributed appropriately across the site. No part of the building will encroach into the setbacks or deep soil zones.
C3 Floor space is to be distributed on the site to ensure the scale of the building reinforces the role of the street and buildings are arranged and aligned to create a pleasant working environment.	
C4 Setbacks are to be in deep soil zones. No part of the building or structure are to encroach into the setbacks.	COMPLIES – No part of the building encroaches into the landscaped setback.
C5 Setbacks are to maximise the retention of existing trees and their root systems and may need to be variable to achieve this.	COMPLIES – Trees have been retained where possible. To accommodate the building, 85 trees will be removed across the site which are not considered to be significant.
C6 Internal spaces are to be designed to satisfy the operational requirements of the particular land use whilst proving a safe and convenient work environment.	COMPLIES – The internal layout of the Flight Training Centre has been designed with particular attention for the required uses and incorporates CPTED principles to enhance perceived safety for users.
C7 Industrial buildings must provide for basic amenities including a designated staff room or area that is: <ul style="list-style-type: none"> i. Of a reusable area depending on the size, nature and staffing level of the proposed industry; ii. Adequately furnished for staff; and iii. Provided with attached kitchen/kitchenette with a fridge, microwave, sink and tea/coffee making facilities. 	COMPLIES – Designated staff breakout areas, kitchen/tea rooms and lounge areas are incorporated as part of the proposal.
C9 Adequate waste removal handling and minimisation facilities are to be provided on site for all development to ensure these facilities are not utilising car parking areas.	COMPLIES – Refer to Refer to the Operational and Construction Waste Management Plan.
C10 For new development all loading and unloading facilities and the majority of car parking required for the development is to be provided at the rear or at the side of any buildings. It is not to be provided at the front of buildings.	COMPLIES – Loading and unloading facilities are provided away from the front of buildings and setback into the site.
C13 For sites in excess of 1,000m ² an outdoor staff recreation area is to be provided. This area: <ul style="list-style-type: none"> i. Must be a minimum of 16m². with a minimum dimension of 3 metres; ii. May be located within the front building setback, within an upper floor balcony, in an enclosed courtyard or in any other landscaped setting on the site. 	COMPLIES – An outdoor staff area is provided at the main entry forecourt of the Flight Training Centre and is approximately 200m ² and has dimensions in excess of 3m.
C15 Building entrances are to be clearly defined and located so that visitors can readily distinguish the public entrance to each building. Access to each entrance is to be provided by a safe direct route, avoiding potential conflict with vehicles manoeuvring on site.	COMPLIES – Building entrances are clearly defined and safe routes are provided to the Flight Training Centre.

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C16 Site planning is to allow for the retention of significant trees and vegetation, particularly near the street frontage.	COMPLIES – Four street trees will be retained at the King Street frontage.
C17 Industrial buildings must have an adequate number of openings at each level to allow natural light and ventilation.	COMPLIES – The proposal incorporates natural light into the FTC through perimeter and vertical glazing.
6.3.3 Floor space	
C1 The maximum FSR is identified on the Floor Space Ratio Map within Botany Bay Local Environmental Plan 2013.	COMPLIES – The proposal complies with the FSR as per the Floor Space Ratio Map within Botany Bay Local Environmental Plan 2013.
6.3.4 Building Design and Appearance	
C1 The maximum building height is indicated in the Building Height Map attached to the Botany Bay Local Environmental Plan 2013.	COMPLIES – The proposal complies with the building height of 44m as per the Building Height Map attached to the Botany Bay Local Environmental Plan 2013.
C3 Compliance with the Civil Aviation Safety Authority Requirements.	COMPLIES – Consultation was undertaken with CASA and a letter was provided stating that they have no specific input into the SEARs.
C4 The maximum height of a building must be consistent with the height of other buildings in the immediate vicinity.	COMPLIES – The building heights of the Flight Training Centre and car park are appropriate in the context of other industrial buildings in the vicinity.
C6 All rooftop or exposed structures including lift motor rooms, plant rooms, etc., together with air conditioning, ventilation and exhaust systems, are to be suitably screened and integrated with the building in order to ensure a properly integrated overall appearance.	COMPLIES – All structures related to lift motor rooms and plant rooms are suitably screened and integrated into the building design.
C7 All development applications involving external building works must be accompanied by a schedule of finishes and a detailed colour scheme for all external walls.	COMPLIES – a schedule of finishes materials has been provided as part of this development application.
C8 External finished must be robust and graffiti resistant.	COMPLIES – Anti-graffiti treatment is provided to approximately 3m height on all concrete facades.
C10 Walls of new development must make use of non-reflective colour and materials to avoid glare.	COMPLIES– Refer to Architectural Design Report and Architectural Drawings.
C11 All elevations of a building fronting a public space, or visible from a rail line, public place or proposed road, must be constructed of face brickwork or other decorative façade treatment.	
C12 Buildings should be of a contemporary and innovative design. All public frontages should be specially articulated with the use of brick, stone, concrete, glass (non-reflective), and like materials, but not concrete render.	
C13 Open style or transparent materials are encouraged on doors and/or walls of lifts and stairwells, where fire safety requirements allow.	
C14 Building height, mass, and scale should complement and be in keeping with the character of surrounding and adjacent development.	
C15 New buildings must be designed to: <ul style="list-style-type: none"> i. Address the street and highlight any non-industrial aspects (such as the office section) of the development; ii. The front door to a building is to face the street; 	

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<ul style="list-style-type: none"> iii. Building entrances should be clearly defined and well-articulated through form, materials and colour and provide level or ramped access; iv. Waiting areas and entries to lifts and stairwells are to be close to areas of active use and be visible from building entrances; v. Windows on the upper floors of a building must, where possible, overlook the street; vi. New construction is to achieve both functional and visually attractive buildings; vii. Provide regular modulation to the facade or division of massing; viii. Architecturally express the structure of the building by variation and minimal use of reflective glass; ix. Visually reinforce entrances, office components and stair wells of units to create rhythm on long facades and reduce perceived scale; x. Introduce solid surfaces, preferably masonry, and incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations; xi. Avoid bulky roof forms or extensive blank facades in a single material or colour. 	
C16 The street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building.	COMPLIES – the street number will be visible from the street.
C19 All external walls, where located less than 900mm from a side boundary, must be of masonry construction.	N/A – No external walls are located less than 900mm from side boundaries.
C20 No service plumbing pipes, other than downpipes for the conveyance of roof water, must be external to the building or visible to any public place.	COMPLIES – No service plumbing pipes will be located external to the building.
C21 Buildings should maximise energy efficiency, through measures such as the use of high efficiency lighting systems, insulation, natural ventilation, and low embodied energy materials.	COMPLIES – refer to Ecologically Sustainable Development Report.
C22 For new development all loading and unloading facilities and the majority of car parking required for the development is to be provided at the rear or at the side of any buildings. It is not to be provided at the front of buildings.	COMPLIES – Loading and unloading facilities and the car park is predominately provided at the rear of the site in the multi-storey car park, with some at-grade car parking located at the perimeter of the Flight Training Centre. No parking is provided at the front of buildings.
C23 Driveways must provide adequate sight distance for the safety of pedestrians using the footpath area.	COMPLIES – Adequate sight distances will be provided to minimise conflicts between vehicles and pedestrians.
C24 Pathways should provide direct access and any edgework should be low in height or not reduce the visibility of the pathway.	COMPLIES – The design incorporates direct pedestrian pathways throughout the site, defined by appropriate landscaping.
C26 Internal spaces are to be designed to satisfy the operational requirements of the particular land use whilst providing a safe and convenient work environment.	COMPLIES – The FTC has been designed specifically to meet the operational requirements of the building use.
C27 Floor space is to be distributed on the site to ensure the scale of the building reinforces the role of the street and buildings are arranged and aligned to create a pleasant working environment.	COMPLIES - Floor space is distributed appropriately across the site and reinforces the role of King Street through an appropriate building mass and form and articulation.
C28 For new developments provision must be made for connection to future underground distribution mains.	COMPLIES – Proposal will be powered by Tri-gen, however has been designed to maintain existing substation on King Street.

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C30 Lighting must be provided to the external entry path, common lobby, driveway, and car park to a building using vandal resistant, high mounted light fixtures.	COMPLIES – Lighting is proposed for entry paths, lobby areas and the car park and will conform with relevant Australian Standards.
C31 The lighting in a car park must conform to AS1158.1, AS1680, and AS2890.1.	
C32 External lighting to an industrial development must give consideration to the impact of glare on the amenity of adjoining residents.	
C34 Service areas including waste, recycling areas and external storage areas are to be located away from principal street frontages and screened from view.	COMPLIES – service areas are not located within the front setback.
6.3.5 Setbacks	
C1 Setbacks are in accordance with the following: <i>Front-to a non-classified road</i> Landscaping setback: 3 metres Building setback: 9 metres <i>Side – adjoining a non-residential use or zone</i> Landscaping and building setback: 2 metres <i>Rear</i> Landscaping and building setback: Nil to 3 metres	TECHNICAL NON-COMPLIANCE – The front setback of the FTC building is 4.5m, resulting in a non-compliance with the building setback of 9 metres. The setback will incorporate 4.5m of landscaped zone. The non-compliance with the front setback to King Street is considered appropriate as the site is located at the end of the cul-de-sac street which intersects with the Botany Rail Line. The FTC building complies with the height limit of 44m and therefore from a view impact perspective, it is not considered that pedestrians will be significantly impacted from the public domain. The proposal complies with the side landscaping and building setbacks.
C4 Setbacks are to be in deep soil zones.	
C5 Setbacks are to maximise the retention of existing trees and their root systems and may need to be variable to achieve this.	COMPLIES – Where possible, trees have been retained in order to maintain existing tree canopy and setbacks.
6.3.6 Parking and vehicular access	
C4 Parking provision should be in accordance with the <i>Part 3A - Car Parking</i> .	Refer to Part 3A.3.1 Car Park Design in this table.
6.3.7 Signage	
C2 Advertisements and associated structures are to be placed so that they enhance the architectural and landscape presentation of the locality and be proportional to the scale of the building and surrounding open space within which they are placed.	COMPLIES – Refer to SEPP 64 Compliance Assessment.
C3 A property identification number is to be displayed conspicuously at a prominent position on the property.	
C4 Free standing advertisements and associated structures shall relate (in their size and form) to the scale of the building(s) on site, visibility and other advertisements in the vicinity (to avoid clutter).	
C5 All large sites shall contain suitable directional signs within strategic vehicular and pedestrian locations within the development.	
C6 There shall be no lighting overspill from signage.	
6.3.8 Site Facilities	
C1 New site facilities such as mail boxes and electricity sub-stations shall be designed and/or sited so that they enhance the development.	COMPLIES – The two new kiosks and heat exchanger will be located within the service yard which incorporates perimeter landscaping.

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C2 New site facilities shall be situated so that there is satisfactory vehicular access by service personnel and vehicles.	COMPLIES – A service yard is incorporated as part of the design to provide ease of access for simulator service personnel and vehicles and/or other necessary service vehicles.
C5 The name and address of the premises shall be displayed in a position that is clearly visible from the street and / or service lane to assist identification and deliveries.	COMPLIES – Wayfinding signage is displayed at King Street to identify the FTC and direct vehicle movements. Signage details are provided on the architectural drawings and an assessment of the signage against SEPP 64.
C7 Development must not be carried out on the land until arrangements satisfactory to Sydney Water have been made for the provision to the land of water and sewerage services.	COMPLIES – Written approval has been provided from Sydney Water to make a new connection to the existing Sydney Water main within King Street. More details are provided in the Infrastructure Management Plan.
C8 New utility services are not to be incorporated into the landscaped areas.	COMPLIES – New utility services are not incorporated in landscaped areas.
6.3.9 Landscaping	
C1 Landscaping is to be designed to ameliorate the bulk and scale of industrial and business park buildings, shade expansive areas of pavement and create a comfortably scaled environment for pedestrians in the public domain. Emphasis should be placed on leafy internal spaces and landscaped setbacks.	COMPLIES – Refer to Public Domain and Landscape Report and Landscape Drawings.
C2 Existing trees, including Council street trees and trees on neighbouring properties, are to be retained and adequate provision allowed for the protection of their primary root zone and canopy when locating new buildings, driveways and parking areas.	
C3 Planter beds at the base of the building façade are encouraged to soften and visually ground buildings.	
C4 Canopy trees are to be planted liberally throughout the development and with a contiguous, even distribution to reduce the scale and bulk of buildings, unify buildings with the landscape and open spaces, enhance the streetscape and provide shade and canopy cover over the site.	
C5 Energy efficient and sustainable landscaping practices are to be incorporated in the landscape design.	
C6 Vehicle manoeuvring, circulation, access and parking areas are to be located on the site in order to maximise the area available for landscaping.	
C9 Not less than 10% of the development site shall be landscaped. On sites over 2000m ² the front landscaped setbacks are additional to the 10% requirement. The majority of landscaping shall front the street/s to which the development has frontage and include side and rear landscaped areas.	TECHNICAL NON-COMPLIANCE: The site which has a total area of 52570m ² achieves a soft landscaped area of 4722m ² or 9%. A large portion of the site area is built form or hard-stand area as a result of the existing Qantas Catering Facility building. Landscaping has been maximised across the site where possible.
C12 Landscaped setbacks on side and rear boundaries should not contain access or fire egress paths. These should be positioned outside the landscaped setbacks or a wider setback provided.	COMPLIES – Landscaped setbacks will not include access or fire egress paths.
C13 Sub-surface on-site stormwater detention devices (OSD) are not to be located within any landscaped setback or underneath areas to be landscaped or planted.	COMPLIES – Stormwater lines are not located in landscaped setbacks. Refer to Civil Engineering Drawings for detail.
6.3.10 Fences	
C1 Fences are to be located behind the street frontage landscaped area or incorporated within the landscaped setback. Maximum height is 1.8 metres on street frontages.	TECHNICAL NON-COMPLIANCE– The height of the fence at the King Street frontage is 2.4m. The fence will be located behind the street frontage landscaped area. The fence is predominately steel slats which will enable visibility.

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C6 Solid metal panel fences of any height are not permitted along the street frontage or in front of the building alignment.	COMPLIES – The boundary fence proposed will be a steel slatted fence and not of solid metal construction.
C7 Access gates shall be hung so that the direction of swing is inward.	COMPLIES – Sliding vehicle gates are proposed and will not swing outwards.
C8 Fences adjacent to access driveway/vehicular crossings are to be designed and constructed to ensure adequate sight distances can be maintained in accordance with relevant Australian Standards.	COMPLIES – Fences proposed adjacent the driveway and vehicular crossings will not impact on the adequate sightlines.
6.3.12 Noise and Hours of Operation	
C1 Noise control measures are to take into account all noise generating sources.	COMPLIES – Refer to Noise Impact and Vibrations Assessment.
C2 Sources of noise such as garbage collection, deliveries, machinery, motors, parking areas and air conditioning plants are to be, where practicable, sited away from adjoining properties and where necessary, be screened by walls or other acoustical treatment.	
C3 Development is to be designed with noise control measures.	
C5 Noise mitigation measures around machinery and property are to be submitted with the development application.	
C6 The emission of noise from any new development is to comply with the NSW EPA Industrial Noise Policy and Council's adopted Noise Criteria.	
6.3.13 Waste	
C2 The system for waste management is compatible with the chosen collection services.	COMPLIES – Refer to the Operational and Construction Waste Management Plan.
C3 Sufficient space shall be provided for on-site separation and storage of recyclables and garbage.	
6.3.14 Environmental Protection	
C1 All developments must comply with the provisions of the relevant air quality acts and regulations.	COMPLIES – Refer to Air Quality Impact Assessment.
C2 Detailed Stormwater Management Plans are required.	COMPLIES – Refer to Civil Engineering Report and Stormwater Plans.
C13 Any excavation adjacent to RMS infrastructure must comply with the requirements of the Technical Direction (GTD 2012/001) – Excavation Adjacent to RMS Infrastructure.	N/A – no bulk excavation is proposed on the site, with excavations limited to local areas for servicing or footings.