

Appendix C –Statutory Compliance Table

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
Environmental Planning and Assessment Act 1979			
Section 1.3	<i>To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources</i>	The proposed development involves the redevelopment of an existing industrial site for the purpose of a flight training centre (FTC). The strategic location of the site broadly within the Global Economic Corridor and close to Sydney Airport and the functions it will support, will facilitate social and economic benefits. Potential environmental impacts will be appropriately minimised or managed to avoid adverse impacts on the local community and the environment.	Section 3.1 and Section 6
	<i>To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i>	The proposal has been carefully designed with regards to the principles of Ecologically Sustainable Development (ESD). The proposal addresses the principles of ESD including the precautionary principle, intergenerational equity, conservation of biological and ecological integrity and improved valuation, and pricing and incentive mechanisms in accordance with the requirements of the <i>Environmental Planning and Assessment Regulation 2021</i> .	Section 7.5
	<i>To promote the orderly and economic use and development of land</i>	The proposed development is permitted with consent in the IN1 zone and complies with the objectives of the zone. The proposed built form is compatible and consistent with the adjoining development within the established industrial precinct and has been carefully designed to address the relevant State and local planning controls and avoid any unacceptable impacts.	Section 6.18
	<i>To promote the delivery and maintenance of affordable housing,</i>	Not applicable to this project.	
	<i>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</i>	At the time of preparing the EIS, the site contains industrial buildings with large areas of hardstand for car parking and deliveries. The environmental value of the site is of nominal significance and based on specialist advice does not contain any native animals, plants or ecological communities that warrant conservation measures. A BDAR Waiver request has been prepared and was submitted to the DPE Environment and Heritage Group on 21 September 2022. A BDAR Waiver was granted by the Secretary of DPE on 24 October 2022	Section 6.17
	<i>To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i>	As outlined in the Statement of Heritage Impact (SoHI) Aboriginal Cultural Heritage Assessment Report (ACHAR), there are no heritage items within the site and the site has nil to low potential to retain intact archaeological deposits that may contain Aboriginal objects. Appropriate mitigation measures have been recommended which will be implemented at the construction phase to avoid unforeseen adverse impacts.	Section 6.15
	<i>To promote good design and amenity of the built environment,</i>	The built form of the proposed development is largely dictated by the engineering and functional need requirements of the FTC and the external appearance including façade treatment have been designed in consultation with the City of Sydney Council (CoS). The development is entirely consistent with the character of the surrounding industrial precinct and will incorporate high-quality materials and finishes.	Section 6.2
	<i>To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i>	The proposed development will comply with the Building Code of Australia to ensure the health and safety of workers and visitors to the site.	Section 6.2

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	<i>To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</i>	Whilst the State Significant Development (SSD) Application will be assessed and determined by the Minister for Planning or the Independent Planning Commission (IPC), the relevant Council and government agencies have been consulted during the process and preparation of the SSDA.	Section 4 and Appendix E
	<i>To provide increased opportunity for community participation in environmental planning and assessment.</i>	Consultation with relevant stakeholders, including owners and occupiers surrounding the site was undertaken prior to lodgement of the SSDA. Further consultation will occur during the formal exhibition period.	Section 5
Section 4.15	Relevant environmental planning instruments: <i>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP);</i> <i>State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP);</i> <i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&ISEPP);</i> <i>State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP);</i> and <i>Sydney Local Environmental Plan 2012 (SLEP 2012).</i>	See detail below under State Environmental Planning Policies (SEPPs).	Section 4.1
	Draft environmental planning instruments (EPIs)	There are no draft EPIs that have been identified as relevant to this application.	
	Relevant planning agreement or draft planning agreement	There are no final or draft planning agreements relevant to the Project.	
	<i>Environmental Planning and Assessment Regulation 2021</i>	This EIS has been prepared in accordance with Schedule 2 of the Regulations.	Section 4.1
	Development control plans: <i>Sydney Development Control Plan 2012 (SDCP 2012)</i>	Clause 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the Project against the SDCP 2012. For abundance of caution however, consideration has been given to the key provisions in this Table later below under “Development Control Plan”.	Appendix C below and throughout EIS
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	The likely impacts of the development including the environmental impacts on the natural and built environments, and social an economic impact on the locality are assessed in detail within the EIS.	Section 6
	The suitability of the site for the development	The suitability of the site for the proposed development is demonstrated in the EIS.	Section 7.6
	Any submissions made	Submissions will be considered following exhibition of the application.	

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	The public interest	<p>The proposed development is compliant with the relevant planning instruments and controls applying to the site.</p> <p>The proposal will not create any adverse social, economic or environmental impacts which cannot be mitigated via the proposed mitigation measures in this application.</p> <p>On balance, the benefits of the Project outweigh any adverse impacts and as such, the development is considered to be in the public interest.</p>	Section 7.7
Environmental Planning and Assessment Regulation 2021			
Schedule 2	Schedule 2 of the Regulations provides that environmental assessment requirements will be issued by the Secretary with respect to the proposed EIS	This EIS has been prepared to address the requirements of Schedule 2 of the Regulations and SEARs.	Throughout EIS
Biodiversity Conservation Act 2016			
Section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	There is an absence of native vegetation and native fauna habitat on and adjoining the site. On this basis, a Request for BDAR Waiver was submitted to the DPE for consideration.	Section 6.16 and Appendix FF
State Environmental Planning Policies			
Planning Systems SEPP	<p>Clause 2.6 states that Development is declared to be state significant development for the purposes of the Act if –</p> <p><i>The development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act; and</i></p> <p><i>The development is specified in Schedule 1 or 2.</i></p>	The Minister for Planning or the IPC will be the relevant consent authority for the application in accordance with clause 4.5(a) of the Act and the Project is deemed to be SSD. On the 19 August 2022, the Project was declared SSD via Notice published in the Government Gazette.	Section 4
R&H SEPP Chapter 2 Coastal management	<p>Clause 2.10(1) states that Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following –</p> <p>(a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,</p>	At the time of writing this EIS, the site contains industrial buildings and large areas of hardstand. The provision of a 10m wide landscaped setback to Alexandra Canal represents a reduction in non-permeable surfaces across the site, which will promote greater infiltration of surface water.	Section 6.8
	<p>(b) coastal environmental values and natural coastal processes,</p>	The proposed stormwater management system has been designed in consultation with CoS and will not impact upon coastal environmental values and natural coastal processes. The site has been modified via the construction of the Alexandra Canal many decades ago. The proposed landscaped foreshore setback will provide greater separation between the operational areas of the site and the canal. This will contribute to the enhancement of environmental values and provides an added degree of protection from natural coastal processes along the canal.	Section 6.6.4

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	<i>(c) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,</i>	Construction impacts associated with the proposed development, including runoff and erosion impacts, will be appropriately managed through a Construction Environmental Management Plan that will be required as a condition of consent.	Section 6.6
	<i>(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,</i>	The environmental value of the site is of nominal significance given it is largely devoid of vegetation and is not known to contain any native animals, plants or ecological communities.	Section 6.16
	<i>(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,</i>	The site does not adjoin any existing public open space. The Project addresses the vision for the Liveable Green Network along Alexandra Canal by accommodating a 10m wide landscaped setback.	Section 6.16
	<i>(f) Aboriginal cultural heritage, practices and places,</i>	As outlined above, the site has nil to low potential to retain intact archaeological deposits that may contain Aboriginal objects.	Section 6.15 and Appendix DD
	<i>(g) the use of the surf zone.</i>	The site is not located within the surf zone.	
	<p><i>Clause 2.10(2) states that Development consent must not be granted to development on land to which this section applies unless the consent authority is satisfied that—</i></p> <p><i>(a) the development is designed, sited and will be managed to avoid an adverse impact referred to in subsection (1), or</i></p> <p><i>(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or</i></p> <p><i>(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.</i></p>	<p>As outlined above, the proposed development will avoid any adverse impacts referred to in subclause (1) as a result of the site layout and the proposed measures for on-site stormwater management.</p> <p>Not applicable.</p> <p>Not applicable.</p>	Section 6.6.4
<p>R&H SEPP</p> <p><i>Chapter 3 Potentially hazardous or potentially offensive development</i></p>	Part 3 applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'.	<p>The identified proposed quantities for dangerous goods (DGs) did not exceed the R&H SEPP thresholds and the required separation distance from the site boundaries are satisfied. Additionally, the expected transport movements of DGs would not be considered to exceed the transport thresholds.</p> <p>Subsequently, Part 3 does not apply to the Project and a Preliminary Hazard Analysis does not need to be prepared.</p>	Section 6.8 and Appendix W
<p>R&H SEPP</p> <p><i>Chapter 4 Remediation of land</i></p>	Clause 4.6(1) states that land must not be rezoned or developed unless contamination has been considered and, where relevant, land has been appropriately remediated.	The Detailed Site Investigation (DSI), Remediation Action Plan (RAP) and Long-Term Environmental Management Plan (LTEMP) prepared to accompany the SSD Application confirm that the site is generally suitable for the proposed development subject to the successful implementation of the RAP and LTEMP. These reports have been peer reviewed by a NSW EPA accredited Site Auditor, confirming they are appropriately classified as Category 2 works which do not require development consent. Accordingly, site remediation does not form part of the SSDA and the remediation works are to be undertaken immediately following the demolition of the existing building/structures and removal of hardstand areas in accordance with the CDC.	Section 6.7 and Appendix S, Appendix T, Appendix U

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<p>T&I SEPP</p> <p><i>Schedule 3 Traffic-generating development to be referred to TfNSW—Chapter 2</i></p>	<p>Traffic generating development specified at in Schedule 3 requiring referral to Transport for NSW (TfNSW) includes 'Industry'::</p> <ul style="list-style-type: none"> ▪ 20,000sqm in site area or (if the site area is less than the gross floor area) gross floor area on a site with access to a road (generally) ▪ 5,000sqm in site area or (if the site area is less than the gross floor area) gross floor area on a site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road) 	<p>The site is more than 5,000sqm in area and has access to Burrows Road, which is a regional classified road.</p> <p>The Project requires referral to TfNSW.</p>	<p>Section 7.3</p>
<p>I&E SEPP</p> <p><i>Schedule 5 Assessment Criteria</i></p>	<p>Clause 3.6 states that a person must not display an advertisement, except with the consent of the consent authority or except as otherwise provided by this Policy.</p> <p><i>Character of the area</i></p> <ul style="list-style-type: none"> ▪ <i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i> ▪ <i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i> <p><i>Special areas</i></p> <ul style="list-style-type: none"> ▪ <i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i> <p><i>Views and vistas</i></p> <ul style="list-style-type: none"> ▪ <i>Does the proposal obscure or compromise important views?</i> ▪ <i>Does the proposal dominate the skyline and reduce the quality of vistas?</i> ▪ <i>Does the proposal respect the viewing rights of other advertisers?</i> <p><i>Streetscape, setting or landscape</i></p> <ul style="list-style-type: none"> ▪ <i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i> ▪ <i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i> ▪ <i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i> ▪ <i>Does the proposal screen unsightliness?</i> 	<p>Yes, the proposal includes signage that is reflective of similar and more contemporary signage that has been erected within an existing industrial precinct. This signage is largely for business identification purposes. The proposal is therefore consistent with the surrounding industrial land uses and character.</p> <p>No, the signage proposed will not detract from the visual quality of surrounding areas.</p> <p>No, the signage proposed will not obscure any view, including important views.</p> <p>No, all building identification signage proposed will be integrated into the building facades of the proposed FTC and will not dominate the skyline.</p> <p>Yes, the signage proposed will not disturb the viewing rights of other advertisers in the vicinity.</p> <p>Yes, all signage proposed is considered to be appropriate in its scale, proportion and form for the streetscape / locations.</p> <p>Yes, the signage is to be used to provide identification and direction in a manner that respects the urban setting, architectural design and landscape.</p> <p>Yes, the number of signs within the Burrows Road facade is considered to be appropriate given the length of the frontage and the relationships of the three businesses involved in the FTC.</p> <p>No, the signage will not be used as a visual screen or filter.</p> <p>No, the signage will not be dominant on the skyline. It will be located below the roof level.</p>	

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	<ul style="list-style-type: none"> ▪ Does the proposal protrude above buildings, structures or tree canopies in the area or locality? ▪ Does the proposal require ongoing vegetation management? 	No, the signage does not require ongoing vegetation management.	
	<p><i>Site and building</i></p> <ul style="list-style-type: none"> ▪ Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? ▪ Does the proposal respect important features of the site or building, or both? ▪ Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>Yes, all signage proposed is compatible with the scale of the FTC and has been designed to reflect and complement the industrial nature of the facility.</p> <p>Yes, the proposed signage will not detract from the important features of the buildings, including the-modulated facade.</p> <p>Yes, the proposal has been integrated into the building, by locating signage in key vantage points to reinforce the identity of the FTC, but without being overbearing or a dominant feature of the external appearance of the building.</p>	
	<p><i>Associated devices and logos with advertisements and advertising structures</i></p> <p>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</p>	N/A, the proposed signage only includes business identification signage related to the building owner and tenants.	
	<p><i>Illumination</i></p> <ul style="list-style-type: none"> ▪ Would illumination result in unacceptable glare? ▪ Would illumination affect safety for pedestrians, vehicles or aircraft? ▪ Would illumination detract from the amenity of any residence or other form of accommodation? ▪ Can the intensity of the illumination be adjusted, if necessary? ▪ Is the illumination subject to a curfew? 	<p>No, the signage is not expected to result in unacceptable glare and has been designed to minimise light pollution</p> <p>No, there is not expected to be any impact on the safety of pedestrians, vehicles or aircraft as a result of the intended lighting.</p> <p>No, there is no residential accommodation immediately facing the proposed illuminated signs.</p> <p>No, the intensity of the illumination will be able to be adjusted, if deemed necessary.</p> <p>No, the illumination is not subject to a curfew, noting that the FTC will operate 24/7 and there are no nearby sensitive receivers or residential properties.</p>	
	<p><i>Safety</i></p> <ul style="list-style-type: none"> ▪ Would the proposal reduce the safety for any public road? ▪ Would the proposal reduce the safety for pedestrians or bicyclists? ▪ Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	<p>No, the proposed signage will not reduce the safety for any public road</p> <p>No, the signage is not considered to reduce safety for pedestrians or bicyclists.</p> <p>No, the signage will not cause disruption of any sightlines from public areas in relation to safety.</p>	
Sydney Local Environmental Plan 2012			
Zoning and Land Use	The site is zoned IN1 General Industrial in accordance with the SLEP 2012.	<p>The proposed development is appropriately defined as an 'industrial training facility', which is permitted with consent in the IN1 Zone. This was confirmed by both the IPC and DPE in their previous determination of the approved FTC (SSD-10154).</p> <p>The proposed development accords with the zone objectives as follows:</p>	Section 4.1

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
		<ul style="list-style-type: none"> ▪ The proposed development will facilitate the use of the land for the purpose of an industrial training facility. ▪ It will support Qantas' ongoing contribution to significant employment. Construction jobs will also be generated by the Project. ▪ It will reinforce the industrial and commercial character of the area. ▪ The proposed development will support and protect industrial land for industrial land uses. ▪ The proposed development has been appropriately designed and incorporates mitigation measures to ensure it will not unreasonably impact on the amenity of surrounding properties. 	
4.3 Height of Buildings	The site has a maximum height of building of 18m.	The maximum building height to the top of the roof plant is 18m and therefore complies with the height control. A height plane diagram illustrating the height of the development in relation to the height control accompanies the architectural package.	
4.4 Floor Space Ratio (FSR)	The site has a maximum FSR of 1.5:1.	The site has an area of 7,961sqm and the proposed development has a total gross floor area (GFA) of 6,510sqm. This equates to an FSR of 0.8:1 and complies with the FSR control.	
5.10 Heritage Conservation	<p>Development consent is required to:</p> <p><i>(a) demolish or move any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)</i></p> <p><i>(i) a heritage item,</i></p> <p><i>(ii) an Aboriginal object,</i></p> <p><i>(iii) a building, work, relic or tree within a heritage conservation area,</i></p>	<p>The site is not identified as a heritage item and is not located in a heritage conservation area. As outlined in the SoHI, the proposed development will not impact on the Alexandra Canal, listed on the State Heritage Register as Item I01621.</p> <p>As outlined above, the site has nil to low potential to retain intact archaeological deposits that may contain Aboriginal objects.</p> <p>The SoHI finds that based on the high level of ground disturbance and the site being subject to minimal historical occupation, the site is assessed as having low historical archaeological potential.</p>	Section 6.15
5.21 Flood Planning	<p><i>Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—</i></p> <p><i>(a) is compatible with the flood function and behaviour on the land, and</i></p> <p><i>(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and</i></p> <p><i>(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and</i></p> <p><i>(d) incorporates appropriate measures to manage risk to life in the event of a flood, and</i></p>	<p>As outlined in the Flood Risk Assessment included in the Civil Engineering Report, the site is not subject to flooding or overland flows.</p> <p>Given the sensitive equipment to be installed on the ground floor of the FTC, the FFL of the proposed building has been set at RL3.7m, which is 0.6m above the 0.2% AEP. The higher floor level has been adopted to reduce the overall residual risk of the facility being affected by flooding and the meets the CoS minimum flood planning requirements of 1% AEP. The FFL is also a minimum of 0.5m above the gutter level to ensure the site is not affected by nuisance runoff and gutter flows in Burrows Road.</p>	Section 6.5

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	<i>(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.</i>		
6.21 Design Excellence	Development consent for a new building or external alterations to an existing building cannot be granted unless it has been demonstrated the proposed development exhibits design excellence.	The proposed design of the development has been refined in consultation with the CoS. As discussed in the EIS and Design Statement, it is considered that the Project demonstrates design excellence in accordance with the requirements of this clause.	Section 6.2
7.8 Industry and Warehouse or Distribution Centres	<p>The site is located within 'Category F' on the Public Transport Accessibility Level Map and the following maximum parking rate applies for Industry:</p> <ul style="list-style-type: none"> ▪ 1 space for each 100sqm of gross floor area of the building used for those purposes 	The proposed development has a maximum GFA of 6,510sqm, which equates to a maximum car parking calculation of 65 spaces for industrial uses. A total of 35 spaces are proposed and therefore the development complies with the requirement.	Section 6.1
7.10 Foreshore building line	This clause relates to the requirement for consent to undertake development within the 10m wide foreshore area along the Alexandra Canal.	The proposed development incorporates a 10m wide landscaped setback along the Alexandra Canal and accordingly, complies with the objective to ensure development in the foreshore area does not impact on the natural foreshore processes or affect the significance and amenity of the area.	
7.14 Acid Sulphate Soils	The site is categorised as 'Class 3' which means development consent is required for any works more than 1m below the natural ground surface or works which are likely to result in the water table to be lowered more than 1m below the natural ground surface.	The proposed works involve minor filling to a previously developed site and will have minimal impact to existing soil resources, including salinity and acid sulphate soils. The Acid Sulphate Soils Management Plan provides appropriate measures and procedures to manage and minimise any risks associated with the proposed development.	Section 6.7
7.17 Development in areas subject to aircraft noise	<p>This clause applies to development that is on land that is near the Sydney (Kingsford-Smith) Airport, and is in an ANEF contour of 20 or greater.</p> <p><i>Before determining a development application for development to which this clause applies, the consent authority—</i></p> <p><i>(a) must consider whether the development will result in an increase in the number of dwellings or people affected by aircraft noise, and</i></p> <p><i>(b) must consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021—2000, and</i></p> <p><i>(c) must be satisfied the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2000.</i></p>	<p>Based on the Sydney Airport ANEF 2039 chart, the site is located within the ANEF 20 to 25 contours.</p> <p>As outlined in the Noise and Vibration Impact Assessment, the Project has been assessed in accordance with Australian Standard 2021:2015 and was determined to be acceptable.</p>	Section 6.9
7.25 Sustainable transport on southern employment lands	Development in the southern enterprise area that involves a new building, alterations that result in a 20% increase in GFA or a change of use that increase car parking by 20% or 100 spaces, require the consent authority to be satisfied that the development will promote sustainable transport modes and minimise traffic congestion. Consideration will be given to:	<p>As outlined in the TIA, a Green Travel Plan has been prepared to assess the accessibility of the site, the capacity of the transport network to accommodate the development, mode share targets and sustainable transport modes.</p> <p>It is expected that the flight crew (pilot and cabin crew) attending the site for training will use the proposed shuttle buses that will operate on a 30-minute frequency between the FTC and Qantas</p>	Section 6.1

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	<p>(a) the extent to which the land on which the development is proposed to be carried out is currently accessible by sustainable transport modes,</p> <p>(b) the capacity of the transport network to accommodate the development,</p> <p>(c) the extent to which the development will contribute to achieving any mode share targets identified in a development control plan made by the Council in respect of the land,</p> <p>(d) the extent to which the development will promote sustainable transport and reduce private vehicle use.</p>	headquarters located close by at O’Riordan Street, Mascot. On this basis, the Project supports sustainable transport modes.	
Sydney Development Control Plan 2012			
<i>Section 3 General Provisions</i>			
3.2.2 Addressing the street and public domain	<p>Relevant policy provisions include:</p> <ul style="list-style-type: none"> ▪ Buildings are to be designed to positively address the street. ▪ Buildings are to be designed to maximise the number of entries, visible internal uses at ground level, and include high-quality finishes and public art to enhance the public domain. 	The proposal has been designed to present an attractive appearance to the street and surrounding public domain. The front setback is fully landscaped (except for the driveways and pedestrian entrance) to visually screen the built form at the pedestrian level. Glazing has been used to highlight the main entrance and on the upper level of the northern elevation to provide visual interest along the Burrows Road frontage, while providing a simple built form which is consistent and compatible with the industrial character of the locality. Detailed consideration has also been given to the southern elevation. The 10-metre setback will be fully landscaped, screening the hardstand areas from the future public access via the easement along the Alexandra Canal.	Section 6.2
3.5.2 Urban Vegetation	<p>A Landscape Plan is to be submitted including:</p> <ul style="list-style-type: none"> ▪ Provide at least 15% canopy coverage of a site within 10 years from the completion of development. ▪ Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter, or to provide habitat. ▪ Understorey plantings comprising locally-indigenous shrubs and groundcovers are encouraged. 	<p>The proposed landscape design prepared by Habit8 will deliver 15% tree canopy cover within 10 years in accordance with the SDCP 2012.</p> <p>Plant species have been selected based on site conditions and in consultation with CoS, particularly in relation to the foreshore area. The landscaping within this area will be low maintenance and comprise locally indigenous shrubs and groundcovers.</p> <p>The proposed replacement tree planting equates to a ratio of 5:1 and the new street trees (subject to approval from CoS) will match the existing species within Burrows Road.</p>	Section 6.4
3.11.3 Bike parking and associated facilities	<p>On-site bike parking designed in accordance with the relevant Australian Standards is to be provided at a rate of 1 bike space per 10 staff.</p> <p>Facilities for bike parking are to be provided at the following rates:</p> <ul style="list-style-type: none"> ▪ 1 personal locker for each bike parking space; ▪ 1 shower and change cubicle for up to 10 bike parking spaces; ▪ 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided; 	The proposal includes the provision of 24 bicycle parking spaces within the rear car park. The required number of lockers and showers are available within the changerooms at ground level.	Section 6.1

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	<ul style="list-style-type: none"> ▪ showers and change facilities may be provided in the form of shower and change cubicles in a unisex area in both female and male change rooms; and locker, change room and shower facilities are to be located close to the bike parking area, entry and exit points and within an area of security camera surveillance. 		
3.11.10 Vehicle access for developments greater than 1000sqm GFA	<p>Vehicle access is to be located so the safety of those using the access and the street is not likely to be compromised.</p> <p>Vehicle access is not to be located in locations including:</p> <ul style="list-style-type: none"> ▪ within 25m of the property boundary adjacent to a signalised intersection ▪ within 15m of the alignment of an intersection where the proposed vehicle access is to be used by service vehicles ▪ within 30m of the alignment of an intersection where the proposed vehicle access is used by service vehicles to access 3 or more loading spaces. 	The two access points satisfy these requirements and the locations have been determined by the heavy vehicles required to install the simulators.	Section 6.1
3.11.13 Design and location of waste collection points and loading areas	<p>Waste collection and loading is to be in accordance with the CoS's <i>Guidelines for Waste Management in New Developments</i> and accommodated wholly within new development preferably at grade within the building in a dedicated collection or loading bay.</p> <p>Vehicle access for collection and loading will provide for a 9.25m garbage truck and a small rigid delivery vehicle, with a minimum vertical clearance of 4m.</p>	<p>The WMP identifies procedures to manage the waste generated on the site, provides details regarding waste storage, handling and disposal in accordance with the CoS's Guidelines for Waste Management in new developments.</p> <p>Waste collection will be from the loading areas in the south-eastern and south-western corners of the site adjacent to the waste collection areas and will be undertaken by a private contractor. The loading area will accommodate a 9.25m garbage truck.</p>	Section 6.11
3.12.1 Accessible design	<p>All development must comply with all Australian Standards relevant to accessibility; the <i>Building Code of Australia (BCA)</i> access requirements; and <i>Disability Discrimination Act 1992</i>. Where compliance is proposed through alternative solutions an Access report must be submitted.</p> <p>Access arrangements are to be:</p> <ul style="list-style-type: none"> ▪ integrated with the overall building and landscape design and not appear as 'add-on' elements or as of secondary importance; ▪ as direct as possible; and designed so that a person does not need to summon help. 	The Access Report assesses the Project's compliance with reference to the BCA, relevant Australian Standards and Disability Discrimination Act 1992. Based on the report, it is expected that the proposed development can comply with relevant accessibility provisions, either by meeting the deemed-to-satisfy requirements or via a performance-based approach.	Section 6.2
3.13.1 Crime prevention through environmental design	<p>Relevant policy provisions include:</p> <ul style="list-style-type: none"> ▪ Minimise blind-corners, recesses and other external areas that have the potential for concealment or entrapment. ▪ Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development. 	<p>The design minimises blind corners and recesses to ensure clear sight paths throughout the site and passive surveillance to the street. Building entries have been designed to be clearly visible, unobstructed and easily identifiable from the street.</p> <p>The FTC operations have specific security requirements which will be met through the provision of a secure perimeter, together with a number of layers of access control and CCTV.</p>	Section 3.2.2

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	<ul style="list-style-type: none"> ▪ Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like. 		
3.16 Signs and Advertisements			
3.16.5.2 Top of building signs	<p>Relevant policy provisions include:</p> <ul style="list-style-type: none"> ▪ A building identification sign should not be higher than 15m above the existing ground level or the top of any existing parapet, whichever is lower. ▪ Sky signs and other roof signs that project vertically above the roof of a building are not permitted. ▪ Top of building signs are not permitted on heritage items, except where the consent authority is satisfied that the sign is compatible with the heritage significance of the building. ▪ Top of building signs are permitted to incorporate the registered name and a logo of the building or development. ▪ Top of building signs are only to be allocated to a significant tenant of the building or to the building's owner, if the owner occupies a significant amount of floor space within the building relative to other tenants. ▪ A top of building sign is not to be located within 500m of the lot boundary of a building with a top of building sign containing the same name or logo unless exceptional circumstances prevail. ▪ The maximum number of top of building signs per building is two, with no more than one top of building sign per elevation. Each top of building sign is to be similar in size and appearance. ▪ Top of building signs are, in the opinion of the consent authority, to achieve a high degree of integration and compatibility with the architectural design, materials, finishes and colours of the building. ▪ Top of building signs are to have a maximum vertical height equivalent to one typical floor of the building. ▪ The display area of a top of building sign is to be orientated at right angles to the ground. ▪ Top of building signs are to comprise of individual raised letters, numbers or symbols affixed directly to the building with a concealed static light source. Light boxes and variable content displays are not permitted as top of building signs. 	<p>The proposed business identification signage generally accords with the top of building sign provisions as outlined below:</p> <ul style="list-style-type: none"> ▪ The Qantas and CAE logos have been sited at either end of the building and will have a maximum height of 17m above the existing ground level. This is considered acceptable given the signage has been successfully integrated within the architectural form of the building. ▪ The proposed signage will not project above the roof of the building. ▪ The proposed signage is not located on a heritage item and the façade facing the heritage-listed Alexandra Canal is limited to one discreet LOGOS sign. ▪ Two top of building signs are proposed within the Burrows Road façade and include the name/logo of the two businesses that will operate from the FTC. The number of signs is considered to be appropriate given the length of the facades and the relationships of the three businesses involved in the FTC. ▪ The signs are not located within 500m of another top of building logo containing the same name or logo. ▪ The signs have been incorporated into the design of the building so they complement the architectural features of the building and are compatible with the scale and design of the built form. The composition of the signs is complementary to the colours and finishes across the façades and will provide a high degree of identity to the FTC. ▪ The signs will have a maximum vertical height of 2.5m and do not exceed the equivalent height of one typical floor level of the building. ▪ The signs are orientated at right angles to the ground. ▪ Each sign comprises individual raised letters (and logo in the case of Qantas) that will be directly affixed to the parapet and will be internally illuminated. 	Section 3.2.2.4

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
3.16.6.3 Flat mounted wall signage	<ul style="list-style-type: none"> ▪ Flat mounted wall signs for business identification that are not exempt and complying development may be permitted on blank side elevations of existing buildings if the consent authority is of the opinion that the sign improves the elevation of the building, it's contribution to the public domain and does not contribute to sign clutter. ▪ Flat mounted wall signs for business identification are to have a maximum height above ground level (existing) of: <ul style="list-style-type: none"> (a) 4.5m on land zoned Business (B1-B8) or Residential (R1-R2); (b) 15m on land zoned Industrial (IN1-IN2); and (c) At the discretion of the consent authority on land zoned RE1 Public Recreation. 	<p>The proposed business identification signage generally accords with flat wall mounted signage provisions as outlined below:</p> <ul style="list-style-type: none"> ▪ The LOGOS signs will not contribute to visual clutter within the northern and southern elevations frontage given the length of the façades and separation to the other signage proposed. ▪ The signs will have a maximum height of 13.5m and therefore comply with the requirement. 	Section 3.2.2.4
Section 3.16.4 Illuminated signage	<ul style="list-style-type: none"> ▪ Any illuminated signage is to be designed to ensure that the illuminance and luminance from the sign or advertisement is, in the opinion of the consent authority, consistent with the existing light level of the streetscape or environment within which it is located and does not cause glare. ▪ Unless otherwise provided for in this Section, the illuminance, luminance and threshold increment of illuminated signage is to comply with the recommended values of AS 4282-1997. The maximum night time luminance of any sign is not to exceed 300 cd/sqm. ▪ Any externally illuminated signage is to have a downward facing light source focused directly on the display area. Upward facing light sources are not permitted. ▪ Where the consent authority is of the opinion that an illuminated sign or advertisement is expected to generate high levels of energy use based on size, hours of operation or illumination source, the signage is to be powered by: <ul style="list-style-type: none"> – (a) onsite renewable energy of a capacity to provide the energy required to illuminate the sign; or – (b) the purchase of a renewable energy product offered by an electricity supplier equivalent to the estimated annual amount of electricity used. 	<p>As outlined previously, the top of building signs and pylon signs at the ground plane will be internally illuminated. The proposed illuminated signage generally accords with the relevant provisions as outlined below:</p> <ul style="list-style-type: none"> ▪ The signage will not cause glare and is consistent with the existing light level of the streetscape which includes illuminated signs and street lights. ▪ The signage will comply with the Australian Standards. ▪ The signage does not incorporate upward facing lighting sources. ▪ No signs will have flashing lights or the like. ▪ The signage is proposed to be LED illuminated, which by its nature is a low energy lighting source. In addition, there is an opportunity for the signage to be powered by the on-site photovoltaic panels on the roof. 	As above.
3.16.6.11 Freestanding signs	<ul style="list-style-type: none"> ▪ Freestanding signs are to satisfy the following requirements: <ul style="list-style-type: none"> – Maximum of 2 per frontage for frontages over 45m – Maximum size (based on 1 tenant) 8 sqm – Maximum height 6m 	<p>The proposed freestanding signage generally accords with the relevant provisions as outlined below:</p> <ul style="list-style-type: none"> ▪ The frontage of the site to Burrows Road is 123m and two pylon signs are proposed, one adjacent to each driveway access point. The signage will provide appropriate directions and wayfinding for staff and visitors accessing the site. 	As above

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	<ul style="list-style-type: none"> ▪ Freestanding business identification signs are to be permanently fixed or mounted to the ground in accordance with Australian Standards. ▪ Illuminated freestanding business identification signs may be permitted subject to consent and compliance with the requirements of Provision 13.16.4. ▪ A freestanding business identification sign is to have the street number of the property prominently displayed. 	<ul style="list-style-type: none"> ▪ Each sign will be double-sided and the surface area of each side will not exceed 8sqm. ▪ The pylon signs will not exceed a maximum height of 6m. ▪ The pylon signs will be fixed to the ground in accordance with the Australian Standards. ▪ The signs will be internally illuminated and satisfy the provisions of 13.16.4 as outlined above. ▪ The signs will incorporate the street address of the site. 	
<i>Section 5.8 Southern Employment Lands</i>			
5.8.2.2 Building setbacks	<p>Relevant policy provisions include:</p> <ul style="list-style-type: none"> ▪ A landscape setback of 6m is generally required unless a smaller setback would provide a more consistent relationship to the predominant alignment of existing buildings along the street. ▪ Setback areas are to form a visual extension of the public domain and include landscaping to enhance the appearance and bulk of industrial buildings. ▪ Fences are not permitted along street frontages. Front setback areas are not to be predominantly turfed. 	<p>The reduced front setback of 3.35m was discussed with CoS and was generally supported given it is consistent with the predominant alignment of existing buildings in Burrows Road.</p> <p>High-quality landscaping is proposed within the frontage to Burrows Road and will greatly improve and enhance the public domain adjoining the site.</p> <p>There is no fencing proposed along the street frontage.</p>	Section 6.2
5.8.2.3 Building height	Buildings that are primarily for an industrial purpose are to have a minimum floor to ceiling height of 5m on the ground floor and a minimum of 3.3m on all other floors.	Whilst the floor to ceiling heights have largely been dictated by the simulators and emergency procedures equipment, the proposed development generally accords with these requirements.	Section 6.2
5.8.2.4 Building layout and design	<p>Relevant policy provisions include:</p> <ul style="list-style-type: none"> ▪ Loading docks and roller doors must not be visible from the primary street frontage. ▪ Blank walls must be screened with landscaping or treated as sculptural elements incorporating variation in materials. ▪ The facade of the development is to: <ul style="list-style-type: none"> – be articulated using architectural elements and a variety of design languages for functional zones; – use a variety of materials and finishes; and – use a proportion of solid surfaces, preferably masonry material. 	<p>The building has been designed to mitigate potential visual impacts, including sightlines to the loading docks from the public domain. Loading docks are located within the side and rear elevations of the building and out-of-sight from Burrows Road.</p> <p>The rear façade incorporates a variation in finishes to modulate the building.</p> <p>Following initial feedback from the CoS, the primary frontage to Burrows Road has been articulated with a simple palette of high-quality materials and uses design elements to add depth and contrast to the façade.</p>	As above.
5.8.2.5.1 Landscaping	<p>Deep soil planting is to be provided for a minimum of 15% of a site in IN1 General Industrial zones.</p> <p>Deep soil planting is to be provided in the front building setback and external breakout spaces.</p>	The landscape design achieves a 15% deep soil area via a combination of landscape areas and permeable paving areas at ground level. Deep soil planting is provided within the front and rear setbacks and will have a minimum depth of 3.35m.	Section 6.3

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	The minimum dimension for deep soil planting is 3m in any direction.		
5.8.2.5.3 Private communal open space	<p>Where development is located in the IN1 General Industrial zones, and where the site area is greater than 5000sqm, it is to provide at least one area of private communal open space.</p> <p>Private communal open space is to:</p> <ul style="list-style-type: none"> ▪ be directly accessible from the main office component of the development; ▪ include appropriate landscaping, shading, paving and a place for tables and chairs; ▪ have a minimum contiguous area of 100sqm and a minimum dimension of 8m in any direction. 	The site is located just over 200m from the public open space available in Sydney Park to the north-east of the site. On this basis and given the future public reserve along the Alexandra Canal, a dedicated communal open space within the site is not considered necessary.	As above
5.8.2.6 Parking, access and loading and servicing	<p>Relevant policy provisions include:</p> <ul style="list-style-type: none"> ▪ The design of parking and servicing areas is to enable uninterrupted two-way vehicle movements to and from the site consistent with Australian Standards. ▪ Separated pedestrian access routes to the main entries to the building both from the public domain and within the site from parking areas are to be provided. ▪ The visual impact of vehicular access and servicing areas on the public domain is to be minimised. 	<p>Two vehicle access points are proposed to the site, the eastern one for entry only and the western one for exit only. The vehicle access to the site has been determined by the heavy vehicles required to install the proposed flight simulators and is therefore considered to be appropriate.</p> <p>The parking and servicing areas have been designed to comply with the relevant Australian Standards as outlined in the Traffic Impact Assessment.</p> <p>Separate pedestrian access routes are shown on the architectural plans to the main entries of the building.</p> <p>Car parking and servicing areas will be located to the rear of the FTC where it will be largely concealed from view.</p>	Section 6.1
5.8.2.8 Ancillary uses in the IN1 General Industrial zone	<p>Ancillary office use is to be:</p> <ul style="list-style-type: none"> ▪ directly associated with the industrial use; ▪ no larger than 15% of the gross floor area of the development; and ▪ located at the street frontage of the development site to provide an active frontage. 	The proposed office component on Level 2 has a total GFA of 485sqm. The proposed offices are directly associated with the proposed use of the site as an FTC and equates to only 7% of the total GFA. The office space is located towards Burrows Road and incorporate glazed areas to maximise activation and passive surveillance.	Section 6.2
5.8.3.3 Liveable Green Network	<p>Relevant policy provisions include:</p> <ul style="list-style-type: none"> ▪ Maximise opportunities for surveillance. ▪ Provide interest and minimise blank walls and incorporate building entries and large windows at least every 20m. ▪ Provide a minimum of 25% of active frontage to the Liveable Green Network. ▪ Provide direct access locating entries to the building along the Liveable Green Network. 	<p>The simulator hall requires an acoustically treated and climate controlled built form to satisfy regulatory requirements. In addition, this component of the development has been sited at the rear of the site to facilitate the logistical requirements associated with the installation and future replacement of the simulators as aircraft models change and evolve over time. Given the purpose built and function need, it is not appropriate to incorporate large areas of glazing and active frontages in the rear elevation of the FTC.</p> <p>A 10m setback from Alexandra Canal has been provided in accordance with the SDCP 2012. Scattered trees are proposed in accordance with the Landscape Plans together with bands of native grasses and groundcover. The Landscape Plans make provision for a 3m zone to establish a future pedestrian and bike path and associated infrastructure.</p>	Section 6.2 & 6.3

Statutory Reference	Relevant Considerations	Relevance	Section in Environmental Impact Statement (EIS)
	<ul style="list-style-type: none"> ▪ Where located along Alexandra Canal, a setback of 10m measured from the edge of the canal is required. ▪ Setbacks to facilitate the Liveable Green Network are generally required to be dedicated to CoS with new development being built to the new site boundary. 		