



APPENDIX C - STATUTORY COMPLIANCE TABLE

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
<i>Environmental Planning and Assessment Act 1979</i>			
Section 1.3	<i>To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources</i>	The proposed development will provide employment opportunities and economic investment on currently underutilised land in the Western Sydney Employment Area (WSEA). It will support the growth of WSEA and the emerging local communities.	Section 4 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 integrates economic, environmental and social considerations into the development and operation of the site. All potential impacts are considered in the project and addressed to ensure it is ecologically sustainable.	
	<i>To promote the orderly and economic use and development of land</i>	The proposed development is to be delivered in a single stage, with specific phases for construction. This will ensure the orderly and economic use and development of the land. This is further achieved by repurposing an underutilised site within the WSEA. It seeks to optimise and leverage off the growth stimulated by the WSEA to deliver a modern, high quality logistic centre.	
	<i>To promote the delivery and maintenance of affordable housing,</i>	The proposal does not include residential land uses, nor does the site's zoning permit the provision of housing in this location.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<i>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</i>	<p>As detailed in Section 6 of the EIS, a suite of technical studies have been undertaken to determine the environmental impact of the warehouse and distribution centre use on the surrounding natural environment. The technical studies have confirmed that there is limited environmental impact associated with the proposal. Where there is an impact present, these mitigation measures have been implemented to ensure it does not cause an unacceptable impact to the surrounding environment.</p> <p>Specifically, the site does not contain any vegetation and a BDAR Waiver has been granted by DPHI on 9 October 2024 confirming that the proposal will not result in an impact on threatened and other species of native animals and plants, ecological communities and their habitats.</p>	
	<i>To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i>	The land has undergone significant land use impacts, including earthworks and remediation. Noting that all original soils have been removed, the subject area has no archaeological potential with respect to Aboriginal cultural heritage.	
	<i>To promote good design and amenity of the built environment,</i>	The proposed development is supported by and Architectural Design Statement and Landscape plan which demonstrates that the proposal delivers the highest standard of architectural and landscape design. The development seeks to deliver amenity and good design outcomes for the site and surrounding environment.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<i>To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i>	<p>The detailed design of the warehouse buildings and offices will comprise of high-quality materials. The health and safety of all occupants remains a top priority of the development, as such, several technical studies have been undertaken to ensure that the development remains safe both in the construction phase and operational phase, these include:</p> <ul style="list-style-type: none"> ▪ BCA ▪ Waste Management Plan ▪ Preliminary construction traffic and noise impact plan 	
	<i>To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</i>	N/A	
	<i>To provide increased opportunity for community participation in environmental planning and assessment.</i>	Pre-lodgement consultation was undertaken with government authorities and the community as required by the SEARs. Additionally, the application is required to be notified for a minimum of 28 days which will allow for further consultation opportunities for community participation in the assessment of the application.	
Section 4.15	<p>Relevant environmental planning instruments:</p> <ul style="list-style-type: none"> ▪ Environmental Planning Assessment Regulation 2021 (the Regulations) ▪ State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) 	See detailed assessment below.	Section 4

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP) State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP) State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP) State Environmental Planning Policy (Sustainable Buildings) 2022 		
	Draft environmental planning instruments	No draft EPI's have been identified as relevant to this application	
	Relevant planning agreement or draft planning agreement	There is no planning agreement in place for the proposed development and SSD.	Section 7
	<i>Environmental Planning and Assessment Regulation 2021 – Schedule 2</i>	This EIS has been prepared in accordance with Schedule 2 of the Regulations.	Section 4
	Development control plans: <i>Western Sydney Employment Area – Fairfield Development Control Plan 2016 (WSEA Fairfield DCP)</i>	See detail below under development control plan	
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	The likely impacts of the development including the environmental impacts on the natural and built environments, and social and economic impact on the locality are assessed in detail within the EIS.	Section 6
	The suitability of the site for the development	The suitability of the site for the proposed development is demonstrated in the EIS	Section 7

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	Any submissions made	Submissions will be considered following exhibition of the application.	
	The public interest	The proposed development is compliant with the relevant planning instruments and controls applying to the site. The proposal will not create any adverse social, economic or environmental impacts which cannot be mitigated via the proposed mitigation measures in this application. On balance, the benefits of the development outweigh any adverse impacts and as such, the development is in the public interest.	Section 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.	Section 4
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.	An assessment of potential impacts on the ecological values of the site in relation to the proposed development has been undertaken by Fraser Ecological Consulting and is provided at Appendix G. It was concluded that as the site does not contain any vegetation or potential habitat for threatened species, no tests for significance under the BC Act has been applied. Due to the site's existing condition, a BDAR waiver has been granted by DPHI on 9 October 2024.	Section 6.2.4 and Appendix Q
State Environmental Planning Policies			
<i>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)</i>			

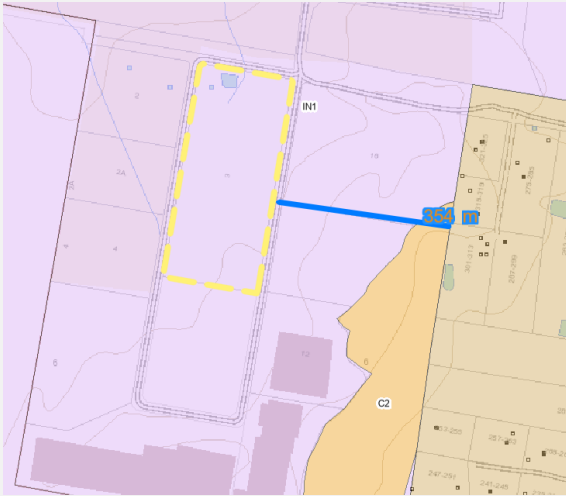
Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	Schedule 1 Clause 12 of the Planning Systems SEPP identifies warehouse or distribution centres at one location and related to the same operation that have a CIV greater than \$30 million as State Significant Development (SSD).	<p>The proposed Warehouse B has an estimated development cost of \$61,589,268 (refer to Appendix C) and therefore exceeds the cost threshold for State Significant Development. The combined estimated development cost for the overall development is \$96,686,000</p> <p>It is considered that Warehouse A is sufficiently related to Warehouse B to enable it to also be declared SSD as part of the same application.</p> <p>Both warehouse buildings will be located on the same lot owned by ESR and will have the same use. Both warehouse buildings will utilise the same singular vehicle access off Johnston Crescent and the central hardstand area, preventing the subdivision of the land to split the two buildings into separate ownership in the future.</p> <p>This approach is similar to that which enabled the progression of the Horsley Logistics Park Stage 1 (to the south of the site, on lots 201, 202, 203 and 204), however it is noted that in this case, both buildings are located on a single land title rather than on separate lots as was the case for HLP Stage 1.</p> <p>Therefore, Warehouse A is sufficiently related to Warehouse B to enable both buildings to be assessed under the same SSDA.</p>	Appendix F
	<p>Clause 2.10 Exclusion of application of development control plans.</p> <p>Development control plans do not apply to an SSD.</p>	Notwithstanding, the Western Sydney Employment Area – Fairfield Development Control Plan 2016 (WSEA Fairfield DCP 2013) is a site specific DCP applicable to the wider Horsley Park Precinct, including the subject site.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		Key built form controls have been considered and assessed below.	
State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)			
Clause 3.11 of the R&H SEPP applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'.		The proposal is for a warehouse and distribution development which is intended to have a freight and logistics focus. The proposal itself is not potentially hazardous or potentially offensive development. Should an operator seek development consent for any purposes that would be classified as potentially offensive or hazardous, a PHA would be required to be prepared and submitted with a separate application for assessment and approval.	Section 6.2.7
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.		Remediation works for the subject site have been completed by the previous owner CSR under the local DA. A Site Validation Report dated 28 April 2023 was prepared by ERM and confirmed that the subject site has been made suitable for the proposed commercial/industrial land use. Potential contamination impacts have been appropriately remediated under previous works. In addition, a risk assessment evaluated a low risk of landfill gas migrating from the former landfill onto the site area and no further on-site management will be required.	Section 6.2.8 and Appendix V
State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)			
The consent authority must refer development for Warehouse and Distribution centres with a site area / GFA greater than 20,000sqm with access to any road to Transport for NSW.		The site meets this threshold and will need to be referred.	Appendix K

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
State Environmental Planning Policy (Industry and Employment) (I&E SEPP)			
Part 2.1 Preliminary 2.1 Aims of Chapter	Aims to protect and enhance the land within the WSEA for employment purposes.	The Proposal seeks consent to develop the site for employment uses, consistent with the overarching aim of the WSEA SEPP.	Section 4
Part 2.2 Permitted or Prohibited Development 2.10 Zone Objectives and land use table	<p>IN1 General Industrial</p> <p>Objectives of zone</p> <ul style="list-style-type: none"> ▪ To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space. ▪ To encourage employment opportunities along motorway corridors, including the M7 and M4. ▪ To minimise any adverse effect of industry on other land uses. ▪ To facilitate road network links to the M7 and M4 Motorways. ▪ To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment. ▪ To provide for small-scale local services such as commercial, retail and community facilities (including 	<p>The site is zoned E4 General Industrial in accordance with the SEPP. The proposed development constitutes a 'Warehouse or Distribution Centre', which is permitted with consent in the E4 zone.</p> <p>The Proposal comprises an employment generating use in the form of a warehouse and distribution logistics park with connection to the M7 motorway. As demonstrated throughout this EIS, the Proposal represents a sensitive development which compliments use of adjacent land which also comprise industrial activity. The Proposal is highly consistent with the objectives of the E4 zone.</p>	Section 4

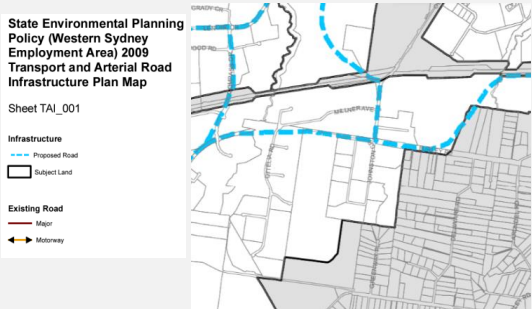
Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	child care facilities) that service or support the needs of employment-generating uses in the zone.		
2.12 Subdivision	Land to which this chapter applies may be subdivided, but only with consent.	Subdivision is not proposed.	N/A
2.14 Demolition requires development consent	The demolition of a building or work may be carried out only with development consent.	Demolition is not proposed.	N/A
Part 2.3 Development control plans 2.17 Requirement for development control plans	The consent authority must not grant consent to development on any land to which this Chapter applies unless a development control plan has been prepared for that land.	The Western Sydney Employment Area – Fairfield Development Control Plan 2016 for 327-335 Burley Road, Horsley Park has been adopted and applies to this site. The SEPP recognises the provisions of this DCP for the purposes of the clause. The requirement for, and provisions of, the DCP is therefore satisfied.	N/A
Part 2.4 Principal development standards 2.19 Ecologically Sustainable Development	The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that the development contains measures designed to minimise— (a) the consumption of potable water, and (b) greenhouse gas emissions.	The proposal adopts a range of ESD strategies by demonstrating a strong commitment to sustainability in its design, construction, and operation. The proposed sustainability elements include: <ul style="list-style-type: none"> ▪ Committed to achieving 5 Star Green Star Buildings v1 Certification for the proposed warehouses; ▪ Committed to achieving 5.5 Star NABERS energy and 3 Star NABERS water rating for the office components; ▪ Reporting on the embodied emissions; ▪ Committing to Net Zero; 	Section 6.2.3 and Appendix M, N, O and P

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		<ul style="list-style-type: none"> No gas on site to reduce fossil fuel consumption; Significant on-site energy generation through a major solar PV array on the roof to reduce operational energy and GHG emissions associated with the site; Water Sensitive Urban Design Principals being upheld; Water recycling through rainwater storage with excess discharged into bio-retention and detention areas; Targeting 90% of Construction and Demolition diverted from landfill; Providing parking capacity for electric vehicles to prepare for a decarbonised future; Urban heat island effect mitigation strategies. 	
2.20 Height of Buildings	<p>The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that—</p> <p>(a) building heights will not adversely impact on the amenity of adjacent residential areas, and</p> <p>(b) site topography has been taken into consideration.</p>	<p>Building heights proposed for the site have been established in consideration of the needs of current and emerging industrial/warehousing development typologies and the potential visual impacts of the Proposal. A maximum building height of 14.6m is proposed for both buildings.</p> <p>In relation to the provisions of Clause 2.20, a detailed analysis of the proposed built form in the context of existing topography and potential for impact on surrounding residential development has been undertaken as part of the visual impact assessment (VIA) discussed in Section 6.1.7 and included in full at Appendix J.</p> <p>The VIA finds that the surrounding context and location of the site means that the scale of built form can be absorbed</p>	Section 6.1.7 and Appendix J

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		without significant adverse impacts upon view corridors and residential amenity.	
2.21 Rainwater harvesting	The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme (if any) as may be approved by the Secretary.	Rainwater harvesting will be provided via a 70KL rainwater tank. Rainwater reuse will reduce demand on non-potable uses by at least 40%. The reduction in demand will target non-potable uses such as toilet flushing and irrigation.	Section 6.1.12 and Appendix U and AA
2.22 Development adjoining residential land	Applies to any land to which this Chapter applies that is within 250 metres of land zoned primarily for residential purposes.	<p>The nearest residential zoned land is located around 350 m east of the site on Burley Road. Accordingly, this clause does not apply.</p> 	N/A

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
2.24 Public Utility Infrastructure	<ol style="list-style-type: none"> 1. The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required. 2. In this section, public utility infrastructure includes infrastructure for any of the following— <ol style="list-style-type: none"> a. the supply of water, b. the supply of electricity, c. the supply of natural gas, d. the disposal and management of sewage. 3. This section does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any public utility infrastructure referred to in this section. 	An assessment of existing services infrastructure has been undertaken to determine the suitability of existing supply and the need for augmentation and or extensions to suit the proposal. The site can be sufficiently serviced with required extension and connection to existing services.	Section 6.2.11 and Appendix U
2.25 Development on or in vicinity of proposed transport infrastructure routes	<ol style="list-style-type: none"> 1. This section applies to any land to which this Chapter applies that is situated on or in the vicinity of a proposed transport infrastructure route as shown on the Transport and Arterial Road Infrastructure Plan Map. 2. The consent authority must refer to the Secretary of the Department of Planning any application for 	<p>The future Southern Link Road is located along the northern boundary of the site. The application will be referred to the Secretary for consideration.</p> <p>The proposal is for a warehouse and distribution centre which is permissible land use within the zone and is a compatible land use in the WSEA. The proposal has been designed to respond to the preferred alignment of the</p>	N/A

Commented [JP1]: Can we also say that the proposal has been designed to respond to the preferred alignment of the Southern Link Road and will not encroach on its intended location

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>consent to carry out development on land to which this section applies.</p> <p>3. The consent authority must, before determining any such development application, consider any comments made by the Secretary as to the compatibility of the development to which the application relates with the proposed transport infrastructure route concerned.</p> 	<p>Southern link Road and will not encroach on its intended location.</p> <p>It is important to note that the Southern Link Road upgrade has been funded by TfNSW. The commitment to timeframes for the upgrade is unknown at the time of writing.</p>	
<p>Part 2.5 Miscellaneous Provisions</p> <p>2.30 Design principles</p>	<p>In determining a development application that relates to land to which this Chapter applies, the consent authority must take into consideration whether or not—</p> <p>(a) the development is of a high quality design, and</p> <p>(b) a variety of materials and external finishes for the external facades are incorporated, and</p> <p>(c) high quality landscaping is provided, and</p>	<p>The proposal has been developed through a robust and iterative design process, underpinned by carefully considered design principles related to bulk and scale, accessibility and permeability, landscaping and public domain, materials and finishes and integration with the surrounding land use character and context.</p> <p>These principles and design responses are discussed in Section 3 of the EIS and further articulated in the architectural package at Appendix G.</p>	Section 3 and Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.	A VIA undertaken in respect of the proposal finds that the design responses adopted under the SSDA would result in an acceptable development outcome for the site and its local context.	
2.31 Preservation of trees or vegetation	<p>1. The objective of this section is to preserve the amenity of the area through the preservation of trees and other vegetation.</p> <p>2. This section applies to species or kinds of trees or other vegetation that are prescribed for the purposes of this section by a development control plan made under Division 3.6 of the Act.</p> <p>Note—</p> <p>Any such development control plan may prescribe the trees or other vegetation to which this section applies by reference to species, size, location or other manner.</p>	<p>Vegetation clearing and tree removal was undertaken as part of DA 893.1/2013. As evident on the most recent aerial photograph of the site, the site does not comprise any vegetation or potential habitat for threatened species.</p> <p>Accordingly, this clause does not apply.</p>	N/A
2.36 Development in areas subject to aircraft noise	<p>(2) This section applies to development—</p> <p>(a) on land that is—</p> <p>(i) in the vicinity of the Airport and its flight paths, and</p> <p>(ii) in either an ANEF contour of 20 or greater or an ANEC contour of 20 or greater, and</p> <p>(b) that the consent authority considers is likely to be adversely affected by aircraft noise.</p>	<p>The site is within the 20-25 Australian Noise Exposure Concept (ANEC) contours. Due to the nature of the warehouse and distribution development, it is not considered to be a development that is likely to be adversely affected by aircraft noise.</p> <p>There is no noise sensitive development (including place of public worship, a centre-based child care facility or a TAFE establishment or for residential development) proposed within the site. Accordingly, the development will not result in</p>	N/A

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>(3) Before determining a development application for development to which this section applies, the consent authority—</p> <p>(a) must consider whether the development will result in an increase in the number of dwellings or people affected by aircraft noise, and</p> <p>(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 2021:2015, and</p> <p>(c) must be satisfied that the development will meet the indoor design sound levels set out in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021:2015.</p> <p>(4) Despite another provision of this Chapter, development consent must not be granted to development on land to which this section applies for the purposes of a place of public worship, a centre-based child care facility or a TAFE establishment or for residential development.</p>	an increase in the number of dwellings or people affected by aircraft noise.	
2.37 Airspace operations	(2) If a development application is received and the consent authority is satisfied that the proposed development will penetrate the prescribed airspace, before granting development consent, the consent authority must consult with the relevant Commonwealth body about the application.	Project land is shown to be affected by the OLS and the maximum height is 223.2m. The proposed development is well below the prescribed maximum height and will not penetrate the OLS. Accordingly, consultation with relevant Commonwealth body regarding airspace is not required.	N/A

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>(3) The consent authority may grant development consent for the development if the relevant Commonwealth body advises that—</p> <p>(a) the development will penetrate the prescribed airspace but it has no objection to its construction, or</p> <p>(b) the development will not penetrate the prescribed airspace.</p> <p>(4) To avoid doubt, the consent authority must not grant development consent for the development if the relevant Commonwealth body advises that the development will penetrate the prescribed airspace and should not be constructed.</p>		
2.38 Development of land adjacent to airport	<p>(2) This section applies to development on land, any part of which is less than 13 kilometres from a boundary of the Airport.</p> <p>(3) The consent authority must not grant consent for development to which this section applies unless the consent authority is satisfied that the proposed development will not attract birds or animals of a kind and in numbers that are likely to increase the hazards of operating an aircraft.</p>	<p>The subject site is located within 10km of the Western Sydney Airport.</p> <p>The proposal does not incorporate a waterbody and the use of reflective material on the facades of the building is minimised to reduce birds or animals of a kind that are likely to increase the hazards of operating an aircraft.</p>	Section 3
2.40 Earth works	<p>(3) Before granting development consent for earthworks, the consent authority must consider the following matters—</p>	<p>The extent of the proposed earthworks are minor in nature and will be for site specific grading to facilitate the warehouse development within the site.</p>	Section 6.1.12 and Appendix U and AA

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> a. the likely disruption of, or detrimental effect on, existing drainage patterns and soil stability in the locality, b. the effect of the proposed development on the likely future use or redevelopment of the land, c. the quality of the fill or the soil to be excavated, or both, d. the effect of the proposed development on the existing and likely amenity of adjoining properties, e. the source of fill material and the destination of excavated material, f. the likelihood of disturbing relics, g. the proximity to and potential for adverse impacts on a waterway, drinking water catchment or environmentally sensitive area, h. appropriate measures proposed to avoid, minimise or mitigate the impacts of the development, i. the proximity to and potential for adverse impacts on a heritage item, an archaeological site, or a heritage conservation area, j. the visual impact of earthworks as viewed from the waterways 	<p>Bulk earthworks have been undertaken under a separate approval.</p> <p>Details of the earthworks are contained within the civil plan attached at Appendix CC.</p>	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
2.41 Development on flood prone land	This section applies to development requiring consent that is carried out on flood prone land.	<p>The site is located within the Ropes Creek Catchment to the east of Ropes Creek. Using the Fairfield City Council flood planning maps in conjunction with the Worley Parson's South Creek Flood Study, the civil engineer Costin Roe Consulting concluded that the site has a very low risk of flooding affectation from Ropes Creek or other regional flooding. Further that there is no risk that the new development will affect known overland flow paths or other flood affected areas, given local drainage systems for the development are constructed per the recommendations included in the civil document.</p> <p>The survey levels also show that the estate is not affected by any external catchments so flooding from local overland flow is also not considered to be a risk.</p>	Section 6.2.6 and Appendix U
2.44 Stormwater, water quality and water sensitive design	<p>(3) Before granting development consent to development on land to which this Chapter applies, the consent authority must take into consideration whether—</p> <ul style="list-style-type: none"> a. water sensitive design principles are incorporated into the design of the development, and b. riparian, stormwater and flooding measures are integrated, and c. the stormwater management system includes all reasonable management actions to avoid adverse impacts on the land to which the development is to be carried out, adjoining 	<p>MUSIC modelling has been completed to confirm the reduction objectives can be met for the development. A series of Stormwater quality improvement devises (SQID's) have been incorporated in the design of the estate. The proposed management strategy will include the following measures:</p> <ul style="list-style-type: none"> ▪ Development sites will require full on lot treatment. The development lot will need to design and model stormwater treatment measures. ▪ Measures have been proposed for the development lot and include treatment trains of gross pollutant traps (GPT's) in the form of pit inserts, proprietary filters and 	Appendix U

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems, and</p> <p>d. if a potential adverse environmental impact cannot be feasibly avoided, the development minimises and mitigates the adverse impacts of stormwater runoff on adjoining properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems, and</p> <p>e. the development will have an adverse impact on—</p> <p>i. the water quality or quantity in a waterway, including the water entering the waterway, and</p> <p>ii. the natural flow regime, including groundwater flows to a waterway, and</p> <p>iii. the aquatic environment and riparian land (including aquatic and riparian species, communities, populations and habitats), and</p> <p>iv. the stability of the bed, banks and shore of a waterway, and</p> <p>f. the development includes measures to retain, rehabilitate and restore riparian land.</p>	<p>rainwater tank. should be made for a typical stormwater development strategy or the proposed site.</p> <p>Efficient irrigation systems will be considered, including underground surface drip systems, moisture sensors, and the use of native plants in the landscaping plan.</p> <p>Refer to the Civil Engineering Report by Costin Roe Consulting at Appendix V, which addresses these provisions.</p>	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
Chapter 3 Advertising and Signage 3.1 Aim and Objectives	<p>This Chapter aims</p> <ul style="list-style-type: none"> a. to ensure that signage (including advertising)— <ul style="list-style-type: none"> i. is compatible with the desired amenity and visual character of an area, and ii. provides effective communication in suitable locations, and iii. is of high quality design and finish, and b. to regulate signage (but not content) under Part 4 of the Act, and c. to provide time-limited consents for the display of certain advertisements, and d. to regulate the display of advertisements in transport corridors, and e. to ensure that public benefits may be derived from advertising in and adjacent to transport corridors. <p>This Chapter does not regulate the content of signage and does not require consent for a change in the content of signage.</p>	<p>Considered has been given to the desired amenity and visual character of the area. The proposed signage has been designed to align with the approved signage in Stage 1 of the HLP and therefore considered compatible with the character of the area.</p> <p>The proposed signage provides clear instructions to aid in wayfinding and achieve effective communication.</p> <p>The selection of materials and finishes are high quality, and achieve an aesthetic design compatible with the area.</p>	Appendix G
3.6 Granting of Consent to signage	Clause 3.6 states that a consent authority must not grant consent to an application to display signage unless the consent authority is satisfied	a) The proposed signage has been assessed against the aims and objectives of the chapter, addressed above.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>(a) That the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and</p> <p>(b) That the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.</p>	<p>b) The proposed signage has been assessed against the criteria contained in Schedule 5, as detailed in the following sections.</p>	
<p>Schedule 5 Assessment Criteria</p> <p>1 Character of the area</p>	<ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	<p>The proposed signage is compatible with the proposed industrial land and desired future character of the area. The proposed signage will not detract from the streetscape as the signage will be located within the logistic park and will not disrupt vehicular flow.</p> <p>The scale and location of the proposed signage is consistent with the scale of the proposed wider logistic park and similar industrial development nearby. The proposed street landscaping will further integrate the signage within the streetscapes.</p>	
2 Special areas	<ul style="list-style-type: none"> 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? 	<p>The proposal does not detract from the amenity or visual quality of any environmentally sensitive areas, natural or other conservation areas, open space area, waterways or rural landscapes. The proposed signage will not adversely impede the visibility of other signage within the surrounding area.</p>	
3 Views and vistas	<ul style="list-style-type: none"> Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? 	<p>The signage will not obscure or compromise views, dominate the skyline or impede on the viewing rights of other advertisers.</p>	

Commented [JP2]: Need to provide assessment against the objectives

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> Does the proposal respect the viewing rights of other advertisers? 		
4 Streetscape, setting or landscape	<ul style="list-style-type: none"> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management? 	<p>The proposed signage is compatible with the scale of the development and the industrial setting. The proposed signage will incorporate quality materials and finishes and provide a coherent and integrated colour scheme based on the marketing colours of the wider ESR Logistic Park.</p> <p>The proposal appropriately reflects the design and character of the development. The size, location and number of signage is also appropriately designed so it does not present visual clutter.</p>	
5 Site and building	<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>The proposed signage will not detract from any important building features and has been positioned and scaled by the project architects. The signage has been designed to provide way finding and enhance the aesthetic quality of the buildings.</p>	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
6 Associated devices and logos with advertisements and advertising structures	<ul style="list-style-type: none">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>The signage will display the Logistics Park name and logo as well as future tenants name and logo, in accordance with their brand identity.</p> <p>The estate identification freestanding pylon signs and the customer identification freestanding signs will be illuminated. Lighting fixtures will be installed as part of the signage structure.</p>	
7 Illumination	<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>Illumination will occur at low wattage and will not impact the safety or amenity of pedestrians, vehicles or nearby residential receivers. The light source for the signage will be static.</p>	
8 Safety	<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>The proposed signage will not distract motorists. No safety implications for pedestrians or vehicular users are envisaged. It will be set back from the boundaries.</p>	
State Environmental Planning Policy (Sustainable Buildings) 2022			

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
Chapter 3 Standards for non-residential development	(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following—	<ul style="list-style-type: none"> ▪ The development adopts a range of ESD initiatives, including: Commitment to achieving 5 Star Green Star Buildings v1 Certification for the proposed warehouses; 	Appendix M Appendix N
3.2 Development consent for non-residential development	<p>(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,</p> <p>(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,</p> <p>(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,</p> <p>(d) the generation and storage of renewable energy,</p> <p>(e) the metering and monitoring of energy consumption,</p> <p>(f) the minimisation of the consumption of potable water.</p> <p>(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.</p>	<ul style="list-style-type: none"> ▪ Commitment to achieving 5.5 Star NABERS energy and 3 Star NABERS water rating for the office components; ▪ Commitment to Net Zero; ▪ No gas on site to reduce fossil fuel consumption; ▪ Significant on-site energy generation through a major solar PV array on the roof to reduce operational energy and GHG emissions associated with the site; ▪ Water Sensitive Urban Design Principals being upheld; ▪ Water recycling through rainwater storage with excess discharged into bio-retention and detention areas; ▪ Targeting 90% of Construction and Demolition diverted from landfill; ▪ Providing parking capacity for electric vehicles to prepare for a decarbonised future; ▪ Urban heat island effect mitigation strategies; and ▪ Following a range of sustainability initiatives across the site spanning energy efficiency, thermal performance, indoor environment quality, waste management, and comfort. 	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		Embodied emissions attributable to the development have been quantified and details are attached at Appendix N.	
3.3 Other considerations for large commercial development	<p>(1) In deciding whether to grant development consent to large commercial development, the consent authority must consider whether the development minimises the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050.</p> <p>(2) Development consent must not be granted to large commercial development unless the consent authority is satisfied the development is capable of achieving the standards for energy and water use specified in Schedule 3.</p> <p>(3) For the purposes of subsection (2), development is capable of achieving a standard specified in Schedule 3 if there is a NABERS commitment agreement in place to achieve the standard.</p>	<p>The proposal comprises office area that is greater than 1,000sqm, therefore the office component of the development is classified as 'large commercial development' for the purpose of this clause.</p> <p>Thus, the office component of this development is required to achieve the following NABERS Energy and Water ratings under Schedule 3 of the SEPP:</p> <ul style="list-style-type: none"> 5.5 star NABERS energy rating and 3 star NABERS water rating <p>The project is committed to achieve these ratings. A NABERS Commitment Agreement has been entered into and is included at Appendix P.</p>	Appendix M and Appendix P
3.4 Other considerations for certain State significant development	<p>(1) This section applies to non-residential development that is declared to be State significant development by State Environmental Planning Policy (Planning Systems) 2021, section 2.6(1) and specified in that policy, Schedule 1, sections 13–15.</p> <p>(2) In deciding whether to grant development consent to development to which this section applies, the consent authority must consider whether the development will minimise the use of on-site fossil fuels, as part of the</p>	A Net Zero Statement has been prepared by E-Lab consulting to address the relevant requirements of achieving net zero operational greenhouse gas emissions by 2035.	Appendix O

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	goal of achieving net zero emissions in New South Wales by 2050.		
Schedule 3 Standards for energy and water use for large commercial development	<p>1 Energy use</p> <p>(1) The standard for energy use for development for the purposes of prescribed office premises is a 5.5 star NABERS energy rating.</p> <p>(2) The standard for energy use for development for the purposes of prescribed hotel or motel accommodation is a 4 star NABERS energy rating.</p> <p>(3) The standard for energy use for development for the purposes of prescribed serviced apartments is a 4 star NABERS energy rating.</p> <p>(4) To avoid doubt, different standards may apply to the same building if it is used for different purposes.</p> <p>2 Water use</p> <p>The standard for water use for large commercial development is a 3 star NABERS water rating.</p>	<p>The office component of this development will achieve the following NABERS Energy and Water ratings under Schedule 3 of the SEPP:</p> <ul style="list-style-type: none"> 5.5 star NABERS energy rating and 3 star NABERS water rating <p>To meet the energy and water standard application requirements, the development has identified preferred Section J energy reporting pathway, effective water-saving measures and prepared the NABERS Energy and NABERS Agreement to Rate attached at Appendix P.</p>	Appendix M and Appendix P
Heritage Act 1997	<p>A search of the NSW Heritage database was conducted. The database contains records of all heritage items listed under the Act and relevant Environmental Planning Instrument. The search confirms that there are no items of environmental heritage on the site.</p> <p>Noting this, and that only minor earthworks are proposed above the established pad levels being constructed in accordance with other development consents, it is unlikely that any historical or archaeological relics will be found. Notwithstanding, in the unlikely event that suspected human remains are encountered during the proposed works, all</p>		Section 6.2.2

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	work in the area that may cause further impact must cease immediately and the unexpected find protocol must be implemented.		
Rural Fires Act 1997	The subject site is not identified as bushfire prone land under the applicable planning instruments and as such is not subject to the statutory provisions of section 100B of the Rural Fires Act 1997, nor does it require referral to the Rural Fire Service for development of bushfire prone land.		Section 6.2.13 and Appendix BB
Water Management Act 2000	The subject site and proposed works are not located within 40m of a waterway and therefore the provisions of the WMA are not triggered for this proposal.		
Fairfield Local Environmental Plan 2013 (FLEP)			
It is noted that since the gazettal of the WSEA within the Industry and Employment SEPP, the FLEP 2012 no longer applies to the site and no further assessment is required.			
Western Sydney Employment Area – Fairfield Development Control Plan 2016			
The key built form controls are assessed below			
4.0 Development Controls			
4.2 Landscape Design	<p>4.2.1 Streetscape and Allotment frontages</p> <ol style="list-style-type: none"> 1. The streetscape design is to integrate vertical elements (trees, light poles and allotment signage) to provide consistency of elements and materials across the zone. 2. Service lids and above ground structures are to be minimised in street frontages. Service lids are to be located adjoining pavement or kerbs to avoid small areas of turf or planting beds. 	<p>The proposal incorporates landscaped setback and signage along the street frontage to enhance visual interest and it is consistent with the character of the area.</p> <p>Service areas, such as waste storage areas, pump room etc are setback from the street frontages and screened by landscaping.</p> <p>The selection of plant species are generally in accordance with Fairfield DCP Landscape Planting List.</p>	Appendix L

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>3. Street planting is to be implemented at the subdivision stage to ensure plantings are visually consistent in height, spread and form across the zone.</p> <p>4. The selection of plant species for street tree planting must be in accordance with Fairfield DCP Landscape Planting List.</p>		
	<p>4.2.2 Allotment Landscape</p> <p>5. A Landscape Plan must be prepared by a qualified landscape architect for all new industrial buildings.</p> <p>6. Landscaped areas are required between buildings (i.e. within the building separation zone).</p> <p>7. The minimum width of landscape areas is 2m, with the exception of landscaped areas within battle-axe handles, which is 0.5m on each side of the handle and the southern boundary of the subject site.</p> <p>8.</p> <p>9. Buildings (other than the structural bund and retaining walls), roads or access ways (other than a path for the purpose of maintaining the landscaped area which may be provided within the 3m area identified as a drainage swale being set aside adjacent to the southern boundary) are not to be constructed within the landscape setback.</p>	<p>1. Landscape Plan prepared by Scape Design is attached at Appendix L.</p> <p>2. Landscape is provided along all street frontages and around the office areas.</p> <p>3. The width of the proposed landscape areas is more than 2m.</p> <p>4. N/A</p> <p>5. Only retaining wall and pedestrian accesses are provided within the landscape setback. These pedestrian access points are provided for emergency and separating vehicle and pedestrian around the estate</p> <p>6. Landscape design is integrated with site planning and building design to:</p> <ul style="list-style-type: none"> ▪ Reduce the perceived scale of built form from the street; ▪ Reduce visual impact and the extent of continuous building facades. 	Appendix L

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>10. Allotment landscape design is to be integrated with site planning and building design to:</p> <ul style="list-style-type: none"> Reduce the perceived scale of built form from the street; Reduce visual impact and the extent of continuous building facades. Highlight architectural features and complement façade articulation. Identify site and building entries, car park entries and parking areas, in coordination with signage. Mitigate adverse site conditions through buffering of western sun, provisions of shade, wind protection, and screening of poor views. Maximise northern sun exposure, and Integrate usable and attractive external seating and amenity areas for staff incorporating paved areas, soft landscape, and shade planting. <p>11. Allotment landscape should incorporate hard and soft landscape.</p> <p>12. Trees should be a minimum height of one metre at the time of planting. Mass plantings may use a variety of sizes including viro tubes.</p>	<ul style="list-style-type: none"> Highlight architectural features and complement façade articulation. A landscaped featured retaining wall is provided at the primary entry to identify site. Mitigate adverse site conditions by providing shade, wind protection, and screening. Maximise northern sun exposure, and Integrate with staff external amenity areas, including the provision of tables and shading structure . <p>7. Proposed landscape incorporates permeable paving and soft landscape.</p> <p>8. Trees can be minimum height of one metre at the time of planting. Proposed landscaping includes trees of varied size.</p>	
	4.2.3 Landscaping of Car Parking Areas	Landscaping and trees are provided around the car parking areas to:	Appendix L

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ol style="list-style-type: none"> Allotment car parking areas are to be effectively landscaped to: <ul style="list-style-type: none"> Reduce its visual impact; Reduce heat generation and glare from hard paved surfaces; Provide shade for parked vehicles; and Maximise potential for soft drainage. Car park lighting design is to be coordinated with the preferred tree layout. Clearly defined and appropriately surfaced pedestrian access links from parking areas to building entry points must be provided, incorporating kerb crossing ramps as required. Car park landscaping is to be provided with an automatic trickle irrigation system installed below mulch level. Irrigation services provision must be implemented before car park surfacing. The system is to be supplied by the rainwater tanks on site. Retaining wall elements must be no greater than 3m in height. All retaining walls must be screened by vegetation. 	<ul style="list-style-type: none"> Reduce its visual impact; Reduce heat generation and glare from hard paved surfaces; Provide shade for parked vehicles; and Maximise potential for soft drainage. <ol style="list-style-type: none"> LED uplight is provided for car parking areas and is integrated with landscaping design. Pedestrian entry points are clearly defined and appropriately surfaced from parking areas to building entry points. WSUD principles are incorporated in the landscape design. Retaining wall are no greater than 3m in height and screened by vegetation where practical. 	
4.3 Built Form and Streetscape	<p>4.3.1 Setbacks</p> <ol style="list-style-type: none"> All buildings erected in industrial areas are to be set back: 	<ol style="list-style-type: none"> The proposed development provides for the following setbacks: 	Section 6 and Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> A minimum of 20m from the front property boundary on lots fronting a sub-arterial road, 10m of which must be landscaped. 3m side and rear setbacks for any building and 2m for any hardstand area. A minimum building setback along common lot to be 5m to secondary frontage, all of which is to be landscaped. <p>2. Pedestrian access should be provided to all landscaped setback areas for maintenance and security purposes.</p>	<ul style="list-style-type: none"> North – Burley Rd: building setback is 21m, which includes 9.88m landscape setback (inclusive of retaining wall which is allowed to be included in the landscape calculation in the previous control). The slight shortfall of landscape setback is due to the provision vehicle barrier at the kerb line. The overall objective of the landscape setback is achieved despite the very minor shortfall. West – Johnston Crescent: building setback is approx. 5m, which includes 3.8m landscaped setback. This complies with the side setback requirements South: building is setback 34.94m from the rear common boundary. No landscaping setback is provided along this boundary. This is because hard stand areas are required for vehicle movement and loading/unloading. The Stage 1 development (part of the overall Logistic Park) provides landscaping along its boundary, which provides further separation. East – Johnston Crescent: building is setback 10m, with minor areas of the office encroaching into the setback area. Landscaping setback ranges between approx. 6m to 3.45m. The landscape setback is able to screen the carparking area and portion of the office that is within the setback from the street. <p>Overall, despite the minor non-compliance, the objective of the controls are achieved.</p> <p>2. Pedestrian access is provided to all landscaped setback areas for maintenance and security purposes.</p>	

Commented [JP3]: Blue section highlighted above states that retaining walls can be within the landscape setback . Lets discuss. If so, this needs to be updated here and in the EIS

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>4.3.2 Building Design and Siting</p> <ol style="list-style-type: none"> Blank building facades facing the primary street frontage are not permitted. ... Building orientation and siting should respond to natural elements such as topography, wind and sunlight. The layout and orientation of buildings should be in a manner to minimise lengthy or deep areas of car parking along the street front. Buildings should provide variety to facades by the use of projecting upper storeys over building entries, upper storey display windows, emphasising street corners and varying roof forms. Buildings should provide effective sunshading for windows, wall surfaces and building entries, (other than loading docks) by the use of design elements such as overhanging eaves and awnings, undercrofts, colonnades and external sunshading devices including screens. Building design should be integrated with landscape elements. Building facades should be articulated by elements such as: 	<ol style="list-style-type: none"> The building is articulated with landscape, material, colour and architectural design to create visual interest. N/A Building orientation and siting respond to natural elements such as topography and sunlight. Car parking areas are setback and screened by landscaping. The design of the building adopts variety to facades, especially to the office areas including projecting upper storeys and windows.. Sunshading to building entries and car parking areas are provided achieved through architectural elements. Building design is integrated with landscape elements. Building facades are articulated by finishes, decorative features, textures and colours, locating offices and highlighting entries within front facades. The proposal addresses the primary and secondary street frontages. The building design considers the amenity of adjoining properties. The location of roller shutters, loading docks and other building openings do not detract from the overall appearance of the building. Roller shutters are not located on the primary street frontage. 	Section 6 and Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> ▪ external structures, finishes, etchings and recessed patterns; ▪ decorative features, textures and colours; ▪ locating offices and highlighting entries within front facades; ▪ emphasised customer entries and service access doors; ▪ protrusions and penetrations in building elements. <p>9. Buildings with dual street frontage should be designed to ensure:</p> <ul style="list-style-type: none"> ▪ the building addresses the primary and secondary street frontage; and ▪ distinctive identifying architectural elements are incorporated to provide sufficiently interesting and varied facades; <p>10. The building design should consider the amenity of any landscaped or communal areas in adjoining properties;</p> <p>11. The location of roller shutters, loading docks and other building openings should be so that they do not detract from the overall appearance of the building. Where possible, roller shutters and the like should not be located on the primary street frontage;</p>	<p>12. Loading docks are located away from the street frontage.</p> <p>13. Roof design is compatibility with the overall building design. Exposed structures are minimised suitably screened and integrated with the building.</p>	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>12. Loading docks should be located away from the street frontage.</p> <p>13. Roof design should be visually interesting and provide for natural lighting, and compatibility with the overall building design. Where visible from a public area, all rooftop or exposed structures (lift motor rooms, plant rooms etc), must be suitably screened and integrated with the building.</p>		
	<p>4.3.3 External Building Materials and Colours</p> <ol style="list-style-type: none"> External finishes should be constructed of durable, high-quality and low maintenance materials. External finishes should contain a combination of materials and/or colours. Any wall visible from the public domain must be finished with a suitable material to enhance the appearance of that façade. Building materials should be selected to minimise reflection. The following should be considered in the choice of building materials in all developments: <ul style="list-style-type: none"> energy efficiency; use of renewable resources; maintenance cost and durability; 	<p>The Proposal has been designed with external materials and finishes that complement the existing Horsley Logics Park Stage 1 development. The building materials are durable, hardwearing, low maintenance and evoke smart building design.</p> <p>Material and colour sample board is contained within Appendix E.</p>	Appendix E

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<ul style="list-style-type: none"> ▪ recycled or recyclable materials; ▪ non-polluting; and ▪ minimal PVC content. <p>6. Where concrete roofs are proposed for the purpose of additional parking, parapeted edges are preferred with appropriate screening to conceal roof top car parking.</p> <p>7.</p> <p>8. Materials that are likely to contribute to poor internal air quality and those containing Volatile Organic Compounds (VoCs) should be avoided.</p>		
	<p>4.3.4 Entrance Treatment</p> <p>1. Entries to buildings should be clearly visible, well sign posted and well lit to pedestrians and motorists.</p> <p>2. Architectural features are to be provided at ground level giving an entrance element to the building and addressing the primary street frontage.</p> <p>3. All entrance treatments, such as directory boards, must be located on private property, with appropriate positive covenants and restrictions on title to ensure the ongoing management of such treatments.</p> <p>4. No third party advertising will be permitted on any entrance treatment facility</p>	<p>1 Entries to buildings are clearly visible, well sign posted and well lit to pedestrians and motorists.</p> <p>2. Architectural features, such as articulation, landscaped feature wall, signage and material and colour are provided at ground level giving an entrance element to the building and addressing the primary street frontage.</p> <p>3. All entrance treatments, including signage are located on private property.</p> <p>4. No third party advertising is proposed</p>	Appendix E

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>4.3.5 Ancillary Buildings, Storage and Service Areas</p> <ol style="list-style-type: none"> 1. Ancillary buildings and storage sheds are to be located behind the setback lines and be consistent with the design of the main building. 2. Details of any proposed ancillary buildings, open storage and services areas must be submitted with all DAs. 3. Storage areas should be located within the confines of the primary building. Appropriate screening must be provided where this can not be achieved. 4. Above ground open storage areas visible from the public domain are not permissible. 5. Above ground open storage areas should not compromise truck or vehicle manoeuvring and car parking areas. 6. Vehicular access to loading facilities is to be provided from secondary and tertiary streets. 7. Rubbish and recycling areas must be provided in accordance with the Fairfield DCP 2013. 8. Barrier free access is to be provided to all shared facilities. 9. Provide at least one shower and changing facility that is accessible to the building users. 	<p>Ancillary buildings and services are located behind the landscaped setback.</p> <p>Details of ancillary buildings and services are shown on the architectural plans.</p> <p>Waste storage areas are screened and behind landscape setback and integrated as part of the building.</p> <p>Vehicular access to loading facilities is to be provided from Johnson Crescent to the east.</p> <p>The proposal will provide BCA compliant accessible toilet facilities and ambulant sanitary facilities in the buildings, details are to be provided at the CC application stage.</p> <p>Above ground water tank is setback from the street and behind the facade of the primary building.</p>	Appendix E

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	10. Above ground water tanks must not be located forward of the front facade of the primary buildings. They should not be visible from the public domain and must be suitably screened. Details (including elevations) of all water tanks must be submitted with the DA		
4.4.2 Signage	<ol style="list-style-type: none"> 1. Signage is to relate to the use occurring on the respective property, and should identify the relevant business name. 2. Business identification signage should be attached to the wall of the main building and be designed to complement the architectural style of the building. Free standing signs will only be permitted where signs are integrated with the landscaping and visual character of the site and surrounding area. 3. Directional signs for car parking areas, loading docks, delivery areas and the like should be located close to the main access of a development site. The design, colouring, type and scale of signage within individual properties should be consistent with signage across the zone as a whole. 4. Signage is only to display corporate logos and company names and is not to occupy more than 10% of any façade or wall of a building. 5. Details of all signage, including free standing, fascia, and wall signs must accompany DAs. 	<ol style="list-style-type: none"> 1. Signage content relates to the proposed use and will identify the relevant business name onsite. 2. Free standing signs will be integrated with the landscaping and visual character of the site and surrounding area. 3. Directional signs for car parking areas, loading docks, delivery areas are located close to the main access of the site. The design, colouring, type and scale of signage is consistent with signage in other existing development, including Horsley Logistics Park Stage 1 development. 4. Corporate logos will not occupy more than 10% of any façade or wall of a building. 5. Details of all signage are contained within the architectural plans. 6. The design and location of the signs are designed to avoid off-site or traffic safety impacts. 7. No form of moving or flashing signage is proposed. 9. Signage will not have a detrimental impact on the visual character of the site or surrounding area. 	Appendix E

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>6. The design and location of any internal or spot lighting shall be designed to avoid off-site or traffic safety impacts.</p> <p>7. No form of moving or flashing signage or lighting is permitted.</p> <p>8. Signage is not to have a detrimental impact on the visual character of the site or surrounding area.</p>		
4.5 Roads, Access and Parking	<p>4.5.2 Vehicular Access</p> <p>1.</p> <p>2. Adequate vehicular entrance to and exit from the development is to be provided and designed in order to provide safety for pedestrians and vehicles using the site and adjacent roadways. In some cases combined ingress and egress will be permitted.</p> <p>3. Vehicular ingress and egress to the site must be in a forward direction at all times.</p> <p>4. The driveways and manoeuvring areas are to be designed in accordance with Australian Standard AS 2890 part 2.</p> <p>5. The internal driveways and parking areas are to be designed in accordance with AS 2890 part 1.</p> <p>6. Turning circles will not be permitted to encroach upon any building.</p>	<p>1. N/A</p> <p>2. Separate vehicular and pedestrian entrances to and exit from the development is provided and designed in order to provide safety for pedestrians and vehicles using the site.</p> <p>3. Vehicular ingress and egress to the site will be in a forward direction at all times.</p> <p>4. The driveways and manoeuvring areas are designed in accordance with Australian Standard AS 2890 part 2.</p> <p>5. The internal driveways and parking areas are designed in accordance with AS 2890 part 1.</p> <p>6. Turning circles will not encroach upon any building.</p> <p>7. Adequate space is provided within the site for the loading, unloading of vehicles. Loading areas are setback from the road.</p> <p>8. All parking areas are provided with a drainage system.</p>	Appendix K

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>7. Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas are to be screened from the road.</p> <p>8. All parking areas and access roadways must be provided with a drainage system comprising surface inlet pits. Details of pipe sizes (with calculations) and drainage layouts (including discharge points) must be submitted with the DA.</p>		
	<p>4.5.4 Car Parking</p> <p>1. The provision of car parking must comply with Table 5 and as outlined in Chapter 12 of the Fairfield DCP.</p> <p>Table 5 of this DCP provides IN1 parking rates, to be 1/70sqm (GLA) plus 1 space per unit for factory units.</p> <p>2. Safe and secure 24 hour access to car parking areas is to be provided for building users.</p> <p>Industrial Controls</p> <p>1. The car parking area should be located immediately behind the minimum setback area and in front of any activity on the site.</p> <p>2. The car parking area should be accessible to all parts of the industrial development, which it serves.</p> <p>3. The use of stack parking is not permitted.</p>	<p>1. The proposed parking provision aligns with TfNSW parking rates, as follows:</p> <ul style="list-style-type: none"> 1 per 300m2 for warehouse and 1 per 40m2 office <p>The site-specific DCP rate is actually higher than the typical DCP rate. These generic rates are more suitable to small developments, industrial business parks with high proportion of office areas and/or other specific tenants with high staffing level. Instead, this development provides for large-format industrial warehouse type facilities. In general, significantly lower tenant parking requirements associated with these large-format warehouses demonstrate that the DCP rates far exceed the anticipated actual parking demand. For likely users of this site, parking provisions for similar industrial properties recently approved in the broader WSEA as well as those currently operating are used instead. This is reflective of the rate contained within TfNSW Guide to Traffic Generating Development.</p>	Appendix K

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<p>4. Parking facilities for commercial vehicles should be designed in accordance with Australian Standard 2890.2 to accommodate the largest type of truck, which could reasonably be expected to park on the site.</p> <p>5. All developments providing 50 parking spaces or more must provide at least 2% or part thereof of those spaces for disabled drivers, clearly marked and signposted for this purpose and located as close as possible to the building's entrance.</p> <p>6. All parking areas shall be constructed of hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.</p> <p>7. New developments should incorporate appropriate bicycle parking/storage facilities. Bicycle racks can be placed around the perimeter of a building in areas where they will not act as obstructions. Bicycle parking/storage facilities should be provided in accordance with the provisions of Australian Standard 2890:3:1993 – Parking facilities – Bicycle parking facilities.</p>	<p>2. Safe and secure 24 hour access to car parking areas is provided.</p> <p>Industrial Controls</p> <p>1. Car parking areas are located immediately behind the setback area and in front of any activity on the site.</p> <p>2. The car parking area are accessible to all parts of the industrial development.</p> <p>3. The proposal does not have stack parking.</p> <p>4. Parking facilities for commercial vehicles are designed in accordance with Australian Standard 2890.2 to accommodate the largest type of truck.</p> <p>5. The proposal provides 4 accessible parking spaces which is in accordance with the DCP rate.</p> <p>6. All parking areas will be constructed of hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.</p> <p>7. Bicycle parking/storage facilities will be provided in accordance with the provisions of Australian Standard 2890:3:1993 – Parking facilities – Bicycle parking facilities.</p>	