



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 proposal seeks to utilise zoned industrial land with multiple best-in-class warehouse and distribution centre buildings. The strategic location of the site, being interconnected to major roadways and in proximity to Western Sydney, will facilitate social and economic benefits, with potential environmental impacts appropriately mitigated, managed and minimised to avoid unacceptable impacts on the local community and the environment.	Refer to Section 4 of the EIS
	<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 designed to integrate the principles of Ecologically Sustainable Development (ESD) from materiality to energy and water conservation. The precautionary principle, intergenerational equity, conservation of biological and ecological integrity and improved valuation, pricing, and incentive mechanisms in accordance with the requirements of the <i>Environmental Planning and Assessment Regulation 2021</i> .	Appendix O

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<i>To promote the orderly and economic use and development of land</i>	The proposed development will provide functional and useable warehouse and distribution centre gross floor area (GFA) in a suitable site, given its proximity to Western Sydney and access to major roadways, to assist with the current shortfall in warehouse and distribution floor space.	Appendix P
	<i>To promote the delivery and maintenance of affordable housing,</i>	N/A	
	<i>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</i>	The site contains the Blacktown Creek riparian corridor, a drainage swale and sections of Cumberland Shale Hills Woodland, listed as an area of biodiversity value under the BC Act and HDCP 2011. Note that no candidate threatened or other species were identified onsite. The proposed realignment of Blacktown Creek and the drainage swale and removal of site vegetation would result in the removal of 0.45ha of degraded vegetation and 0.07ha of less degraded vegetation. The proposed landscaping strategy would conserve 8.6ha of the vegetation onsite and introducing native landscaping in the order of 0.8ha, totalling 9.4ha. This combined with the mitigation measures and payment of 8 Biodiversity Credits for the removal of vegetation, as detailed in the Biodiversity	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		Development Assessment Report (BDAR) will suitably protect the environment onsite.	
	<i>To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i>	The Aboriginal Cultural Heritage Assessment Report (ACHAR) confirms that the proposed development will not disturb the two identified Aboriginal cultural heritage items (one of which can no longer be found). Adequate protection and fencing is provided for item #45-5-2361 to protect this item if it still exists on site. The Statement of Heritage Impact confirms that the proposed development will not impact the listed heritage items in the immediate vicinity of the site. The report concludes the primary views to the St Bartholomew's Church and Cemetery heritage item are from the east of the site. The visual impacts to the west have been minimised through appropriate mitigation measures, including materials selection and site landscaping .	
	<i>To promote good design and amenity of the built environment,</i>	The proposed development achieves compliance with the design applicable Clauses of the I&E SEPP, namely Clause 2.20, Clause 2.22, and Clause 2.30.	
	<i>To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i>	Construction and maintenance of the proposed development, including the wellbeing of employees onsite, have been considered at multiple stages across the EIS.	
			Appendix AA and Appendix BB

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	<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>	Community consultation and engagement with relevant stakeholder groups has been undertaken throughout the planning and design process.	
Section 4.15	Relevant environmental planning instruments: ▪ Biodiversity Conservation Act 2016 ▪ Road Act 1993 ▪ Environmental Planning and Assessment Act 1979 ▪ Environmental Planning and Assessment Regulation 2021 ▪ State Environmental Planning Policy (Planning Systems) 2021 ▪ State Environmental Planning Policy (Resilience and Hazards) 2021 ▪ State Environmental Planning Policy (Transport and Infrastructure) 2021 ▪ State Environmental Planning Policy (Biodiversity and Conservation) 2021 ▪ State Environmental Planning Policy (Industry and Employment) 2021	Each of the State Environmental Planning Instruments and Environmental Planning Instruments have been assessed in detail within the main body of the EIS and further within this table.	Refer to Section 4 of the EIS
	Draft environmental planning instruments:	Not applicable.	Not applicable.

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	Relevant planning agreement or draft planning agreement	A Planning Agreement is currently being prepared in consultation with Blacktown City Council to deliver the following infrastructure upgrades: - Upgrades to local road network, including delivery of half-road construction and completion of the cul-de-sac bulb in Augusta Street. - Stormwater and riparian works along Blacktown Creek and the western swale to improve the management of stormwater from upstream. - Landscaping and bush regeneration works, including land downstream along Blacktown Creek and north of the Great Western Highway.	Section 6.2.15
	<i>Environmental Planning and Assessment Regulation 2021</i> – Part 8, Division 5, Section 191	This EIS has been prepared in accordance with Section 191 of the <i>Environmental Planning and Assessment Regulation 2021</i> .	Throughout EIS
	Development control plans: Huntingwood Precinct Development Control Plan 2011	See detail in table below regarding assessment against HDCP 2011.	
	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

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	The suitability of the site for the development	The suitability of the site for the proposed development is demonstrated in the EIS	Section 7
	Any submissions made	Submissions will be considered following exhibition of the application.	-
	The public interest	The proposed development is in the public interest as it will deliver industrial floor space and employment in the Western Sydney Employment Area and support economic development within Western Sydney, aligned with the strategic vision for the area.	Section 7
Environmental Planning and Assessment Regulation 2021			
Section 191 – Compliance with environmental assessment requirements	Section 191 for the EP&A Regulations require that an environmental impact statement comply with the environmental assessment requirements issued by the Planning Secretary.	This EIS has been prepared to address the requirements of Section 191 of the EP&A Regulation.	Throughout EIS
Biodiversity Conservation Act 2016			
Section 7.14 – State significant development or infrastructure	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.	A BDAR has been provided with this SSDA assessing the likely impacts of the proposed development on biodiversity values.	Section 6.1.5 and Appendix P

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
Rural Fires Act 1997			
All of document	The site is included within a Vegetation Buffer area and a bushfire assessment has been prepared to assess the potential bushfire hazards in accordance with Planning for Bushfire Protection.	As the northeastern corner of the site has been identified as a bushfire buffer area, a Bushfire Assessment Report has been prepared.	Section 6.2.14 & Appendix EE
State Environmental Planning Policies			
<i>State Environmental Planning Policy (Planning Systems) 2021</i>			
Clause 12 – Warehouse and distribution centre	(1) Development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation. ... (3) In this section— relevant amount means— (a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or (b) for any other development—\$50 million.	The proposed warehouse and distribution centre has an estimated CIV of \$446,000,000.00 and accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.	Appendix E
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>			
Clause 2.119 – Development with frontage to classified road	A consent authority must not provide development consent on land fronting a classified road unless it is demonstrated that access, safety, and efficiency of the development will	A Transport and Accessibility Impact Assessment (TAIA) has been prepared for the proposed development to, among other matters, assess demonstrate site access, safety and efficiency of development will not	Section 6.1.4 and Appendix M

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	not impact this classified road and the type of development is not sensitive to traffic noise or vehicle emissions.	impact the Great Western Highway or M4 motorway classified road. Warehouses 1 to 4 will be accessed via Augusta Street / Flushcombe Road and Warehouse 5 will be accessed from the new intersection on the Great Western Highway. Traffic generation as a result of the proposed development, would increase by some 235 and 340 in the weekday morning and afternoon peak times. Provided the mitigations noted in the TAIA are implemented, the impacts from the proposed development on the surrounding road network currently and for projected 2033 generation will significantly impact traffic flow or intersection efficiency. The proposed warehouse and distribution centre use is not sensitive to traffic noise or vehicle emissions.	
Clause 2.122 – Traffic-generating development	In accordance with the T&I SEPP, development with 8,000sqm in site area or (if the site area is less than the gross floor area) 8,000sqm of gross floor area is required to be referred to Transport for New South Wales.	The proposed development has a total warehouse and distribution GFA of 134,565sqm. The proposed development will be referred to TfNSW for review and comment during the public exhibition period.	Section 6.1.4 and Appendix M

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>			
Clause 4.6 – Contamination and remediation to be considered in determining development application	Clause 4.6 states that land must not be developed unless contamination has been considered and, where relevant, land has been appropriately remediated. SEPP (Resilience and Hazards) applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'.	A confirmed by the Detailed Site Investigation (DSI), the site can be made suitable for the industrial and commercial land uses proposed. The recommendations from the Remediation Action Plan will be implemented as a component of the site preparation works.	Section 6.2.8, Appendix W and Appendix X
<i>State Environmental Planning Policy (Industry and Employment) 2021</i>			
Clause 3.6 – Granting of consent to signage	<i>A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—</i> <i>(a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and</i> <i>(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.</i>	The EIS has been supported by a detailed signage plan as part of the architectural drawings. The plan demonstrates the appropriateness of signage proposed to support the operational and functional requirements of the development.	Section 6.1.2 and Appendix G
Schedule 5 – Assessment criteria			
1 Character of the Area			
	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed estate signage is compatible with the future industrial precinct character of the site, being within an industrial employment area.	Appendix G
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage is consistent with surrounding industrial warehouse and	Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		distribution centres in Huntingwood and the wider Western Sydney area.	
2 Special Areas			
	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?	The proposed signage does not detract from the amenity of visual quality of the Blacktown Creek riparian corridor, Timbertop Reserve to the north of the site, or St Bartholomew's Church and Cemetery to the west of the site.	Appendix G
3 Views and Vistas			
	Does the proposal obscure or compromise important views?	The proposed signage does not comprise any important views.	Appendix G
	Does the proposal dominate the skyline and reduce the quality of vistas?	In the context of the industrial precinct, the proposed development does not dominate the skyline or reduce the quality of vistas.	Appendix G
	Does the proposal respect the viewing rights of other advertisers?	The proposed signage does not impact the viewing rights of any surrounding signage or advertisers.	Appendix G
4 Streetscape, setting or landscape			
	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed signage is appropriate for the industrial setting.	Appendix G
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage contributes to the articulation of the proposed warehouse façades.	Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed development rationalises the industrial precinct, by serving as wayfinding as well as business identification for tenants onsite.	Appendix G
	Does the proposal screen unsightliness?	The proposed signage is not required to screen unsightliness.	Appendix G
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage will not protrude above the industrial precinct buildings proposed.	Appendix G
	Does the proposal require ongoing vegetation management?	Ongoing vegetation management will be required for the four ID1 monolith business identification signs, specifically the Warehouse 5 monolith sign within the 20m landscape setback to the northern boundary. To mitigate impacts of the landscape treatment to the signage, management of the vegetation around these signs will form part of the Vegetation Management Plan to be prepared post consent.	Appendix G
5 Site and building			
	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?	The proposed signage is compatible with the scale, proportion and other characteristics of the industrial precinct.	Appendix G
	Does the proposal respect important features of the site or building, or both?	The proposed signage enhances the elevations and important features of the proposed warehouse buildings.	Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage services the functional requirements of the site while not overwhelming the development.	Appendix G
6 Associated devices and logos with advertisements and advertising structures			
	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?	Safety devices and logos have been designed as an integral part of the proposed signage.	Appendix G
7 Illumination			
	Would illumination result in unacceptable glare?	The component of the signage which is illuminated will not result in unacceptable glare.	Appendix G
	Would illumination affect safety for pedestrians, vehicles or aircraft?	Any illumination will not affect pedestrian, motorist or aircraft safety.	Appendix G
	Would illumination detract from the amenity of any residence or other form of accommodation?	The illumination will not detract from the amenity of residential area north of the site provided the separation by the Great Western Highway.	Appendix G
	Can the intensity of the illumination be adjusted, if necessary?	The illuminated signs can have their intensity adjusted.	Appendix G
	Is the illumination subject to a curfew?	The illuminated signage will operate within the same parameters as the warehouse and distribution use – 24 hours per day, 7 days per week.	Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
8 Safety			
	Would the proposal reduce the safety for any public road?	The proposed signage will not reduce the safety for any of the surrounding motorways.	Appendix G
	Would the proposal reduce the safety for pedestrians or bicyclists?	The proposed signage will not reduce the safety for pedestrians or cyclists given the lack of pedestrian or bicycle network surrounding the site.	Appendix G
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will not reduce the safety for pedestrians by obscuring sightlines.	Appendix G
State Environmental Planning Policy (Industry and Employment) 2021, Chapter 2 – Western Sydney Employment Area			
Clause 2.10 – Zone objectives and land use table	3 Permitted with consent Building identification signs; Business identification signs; Depots; Environmental facilities; Environmental protection works; Food and drink premises; Freight transport facilities; Garden centres; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Industries (other than offensive or hazardous industries); Neighbourhood shops; Places of public worship; Recreation areas; Recreation facilities (indoor); Roads; Service stations; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres. IN1 Zone Objectives:	The proposed development involves a warehouse and distribution centre which is a permissible use with consent in the IN1 General Industrial Zone. The office component is subservient to the dominant warehouse and distribution centre use and permitted with consent. Further, the proposal is entirely consistent with the objectives of the zone given: The proposed development will provide additional industrial floor space with ancillary office to support.	Throughout EIS

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	▪ 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 child care facilities) that service or support the needs of employment-generating uses in the zone.	• The site, being adjacent to the M4 motorway, will generate 908 jobs for the surrounding Blacktown and Western Sydney area during the operational phase. • The proposed development has considered potential impacts on all relevant impacts and provided justification and mitigation measures to minimise any adverse effect on, amongst other uses, the residential area north of the site. • The proposed development, in collaboration with TfNSW, has enabled the site to directly access the Great Western Highway via a fourth leg of a new intersection. This subsequently interconnects with the wide reaching surrounding road network incorporating the M7 and M4. • The proposed development exhibits ESD, high quality design in-line with Clause 2.30 of the I&E SEPP and adequately manages all potential environmental impacts from the development. • Being a primary employment-generating use in the Blacktown and Western Sydney area, the proposed development	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		will rely on the supporting uses in the immediate context.	
Clause 2.12 – Subdivision – consent requirements	(1) Land to which this Chapter applies may be subdivided, but only with consent.	Consent for site consolidation and subdivision is included as part this SSDA, creating three Torrens title lots.	Section 3
Clause 2.14 – Demolition requires development consent	The demolition of a building or work may be carried out only with development consent.	Demolition works for the site are being undertaken under the Complying Development Certificate pathway.	N/A
Clause 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.	As detailed in the ESD report provided, the proposed development has incorporated measures to minimise consumption of potable water and greenhouse gas emissions such as: • Substantial photo-voltaic solar panel array on each warehouse roof. • No use of gas onsite. • Implementation of WSUD principles and water recycling via rainwater storage. • Less than 5kg of construction and demolition waste going per sqm going to landfill. • Minimum 5% car parking spaces dedicated to EV parking. Further, the development is targeting a 5 Star Green Star energy rating. Accreditation will	Section 6.2.2 and Appendix O

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		be undertaken as post-determination matter as part of detailed development.	
Clause 2.20 – Height of buildings	The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that— (a) building heights will not adversely impact on the amenity of adjacent residential areas, and (b) site topography has been taken into consideration.	The proposed height of buildings has been managed, with buildings sited and designed to minimise impact on the residential area to the north, utilising the topography and landscape outcome to soften the built form impact. The façade design, specifically with utilisation of offices along the northern elevation, articulate the façade and reduce potential visual impact to the residential receivers. A Visual Impact Assessment (VIA) has been prepared which confirms the proposal is acceptable, subject to landscaping of the 20m setbacks, in conjunction with the façade design variety to reduce the impact of the development. The building form has been softened through landscaping which will provide for increased screening as the new planting grows and matures over time.	Section 6.1.1, Section 6.1.2, Appendix G and Appendix L
Clause 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.	Each warehouse building has been designed to harvest rainwater into dedicated rainwater tanks. This non-potable water will be used for toilet flushing and irrigation. Where a given tank is full, any excess will discharge via gravity into the stormwater drainage system.	Section 6.2.5 and Appendix V1

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
Clause 2.22 – Development adjoining residential land	(1) This section applies to any land to which this Chapter applies that is within 250 metres of land zoned primarily for residential purposes.	The proposed development is within approx. 65 metres of land zoned R2 Low Density Residential to the north.	Section 3
	(2) The consent authority must not grant consent to development on land to which this section applies unless it is satisfied that— (a) wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity, and	The existing topography, siting and layout of the development and considered design has resulted in an appropriate outcome, based on the IN1 zoning and balanced with the sensitive residential receivers. The 20m landscape setback to the Great Western Highway will complement the detailed architectural response and screen the proposal, particularly as the trees/planting matures over time. The conservation zones provide a visual break between the buildings which will also be complemented by extensive riparian planting and landscape buffers. An acoustic mound has been proposed within the northern landscape setback in front of the Warehouse 4 portion, further creating breaks in the warehouse façade. The acoustic mound will be landscaped and contribute to the visual style and interest of the site. Acoustic walls are located behind the landscaping to mitigate potential noise, while being primarily screened from view.	Section 6.1.1 and Appendix G
	(b) goods, plant, equipment and other material resulting from the development are to be stored within a building or	All plant equipment required to be external to the built form has been adequately screened	Section 6.1.1 and Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	will be suitably screened from view from residential buildings and associated land, and	from the public domain with 1.2m high vertical aluminium slat louvres.	
	(c) the elevation of any building facing, or significantly exposed to view from, land on which a dwelling house is situated has been designed to present an attractive appearance, and	The northern façade of the proposed development has an established rhythm built into the colours of metal cladding, paired with the punctuating office elements, including white and orange prefinished metals and glass to create visual interest. Additional warehouse specific interventions include the Warehouse 3 and 4 pylon supports to create a subtle uniqueness. The ramp component of the proposed multi-storey warehouse includes aluminium slates designed with a timber look further creating difference and dimensionality while maintaining the utility of the warehouse development.	Section 6.1.1 and Appendix H
	(d) noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised, and	A Noise and Vibration Impact Assessment (NVIA) has been prepared to assess the proposed development against potential impact from mechanical plant, operations on the ground, first and second level hardstands, as well as truck and light vehicle movements on internal access roads. Provided the implementation of the following key mitigation measures, acoustic impacts from the site generally comply with the noise criteria:	Section 6.1.5 and Appendix R

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		▪ Use of broadband and/or ambient noise sensing reversing alarms to minimise potentially annoyance. ▪ Roller doors will be kept closed when un/loading is not occurring. ▪ Increase wall height on northern edge of the Building 5 – Level 2 access ramp to 3 m to act as noise barriers. ▪ Installation of a 3m noise mound along the perimeter of the Building 3 and 4 truck access road. ▪ Installation of a 3m noise barrier along the northern and eastern perimeter of the Building 1 hardstand area. ▪ Installation of a 3m noise barrier in the north-western boundary of Building 5 along the truck exit road. Where a 1dB(A) exceedance is expected from Warehouse 3 & 4 for the residential receivers north of the site, a sleep disturbance assessment and detailed maximum noise level assessment have been undertaken concluding that the predicted maximum noise levels will not affect (good sleep).	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(e) the development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like, and	The proposed development will operate 24 hours per day, 7 days per week with appropriate mitigation measures to avoid unacceptable impacts.	Section 6.1.4, Section 6.1.6, Appendix M and Appendix R
	(f) the development will provide adequate off-street parking, relative to the demand for parking likely to be generated, and	The proposed development provides car parking adequate for each warehouse tenancy compliant with both RMS car parking rates as well as the car parking rates listed in HDCP 2011. 951 car parking spaces are provided across the four warehouse buildings in accordance with the DCP rates.	Section 6.1.4 and Appendix M
	(g) the site of the proposed development will be suitably landscaped, particularly between any building and the street alignment.	The proposed development will integrate a landscaped 20m setback between Warehouses 1, 3/4 and 5 and the Great Western Highway. A variety of native trees and vegetation plantings are provided along the site boundary for visual screening and an attractive streetscape.	Section 6.2.1 and Appendix N
Clause 2.24 – Public utility infrastructure	(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.	Existing site utilities and site utility upgrades satisfy the demands generated by the proposed development.	Section 6.2.13 and Appendix DD
Clause 2.25 – Development on or in vicinity of proposed	(2) The consent authority must refer to the Secretary of the Department of Planning any application for consent to carry out development on land to which this section applies.	The site is bounded to the south by the M4 motorway. Compatibility with this transport	Section 6.1.4 and Appendix M

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
transport infrastructure routes	(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.	infrastructure route has been considered in the EIS. As detailed in the TAIA, the proposed development will introduce 235 and 340 vehicles per hour in the weekday morning and afternoon peak hours on the Great Western Highway. The application will be referred to the Secretary of the Department of Planning.	
Clause 2.28 – Industrial Release Area – satisfactory arrangements for the provision of regional transport infrastructure and services	(3) Despite any other provision of this Chapter, the consent authority must not consent to development on land to which this section applies unless the Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services (including the Erskine Park Link Road Network) in relation to the land to which this Chapter applies.	A component of the determination of this SSDA will be the establishment of contributions. A component of these contributions will be allocated to supporting the provision of regional transport infrastructure that such a development relies on to operate.	Section 6.2.13
Clause 2.30 – Design Principles	In determining a development application that relates to land to which this Chapter applies, the consent authority must take into consideration whether or not—	The design matters within this clause have been considered below:	
	(a) the development is of a high quality design, and	A high-quality industrial design is achieved with the juxtaposition of materials, offsetting offices, and creating a mix of grounded and elevated forms. In addition, through the selection of premium materials and finishes, the buildings have been designed to be heavy duty in nature to withstand the Australian climate.	Section 6.1.1 and Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(b) a variety of materials and external finishes for the external facades are incorporated, and	Consideration has been given to the scale of the buildings to create visual interest in the façade through rhythm and articulation, using different layers of materials and patterns resulting in varied but repeated built form.	Section 6.1.1 and Appendix G
	(c) high quality landscaping is provided, and	Consideration has been given to providing high quality landscaping which helps to achieve conservation of the existing natural environment through enhancing endemic canopy tree planting while also promoting social, cultural and recreational opportunities within natural landscapes.	Section 6.2.1 and Appendix N
	(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.	The proposed building's scale and function is appropriate within the local context as it is situated within an industrial precinct, surrounded by similar industrial land uses and buildings.	Section 6.1.1 and Appendix M
Clause 2.31 – Preservation of trees or vegetation	(3) A person must not ringbark, cut down, top, lop, remove, injure or wilfully destroy any tree or other vegetation to which any such development control plan applies without the authority conferred by— (a) development consent, or (b) a permit granted by the Secretary as the relevant planning authority for the purposes of Division 3.6 of the Act.	All vegetation proposed for removal forms part of this SSDA consent. No trees will be removed or destroyed without consent.	Section 6.2.1 and Appendix N
Clause 2.42 – Heritage conservation	(1) Objectives The objectives of this section are as follows—	A HIS and ACHAR have been prepared to assess the proposed development with regard to potential interfacing and impacts on	Section 6.2.11 and Appendix

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(a) to conserve the environmental heritage of the Western Sydney Employment Area, (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, (c) to conserve archaeological sites, (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.	archaeological items, Aboriginal objects and places, and built form heritage. From a built heritage perspective, there are no heritage items onsite or adjacent that will be disturbed or damaged by the proposed development. The HIS provides a detailed assessment of the potential impacts on the State heritage listed St Bartholomew's Church and concludes the proposal will affect views to the west from the Church property. However, this is considered to be the continuation of a process that has resulted in the focus of the setting of the Church shifting to the east, with the main views to the Church being from the east. From an Aboriginal cultural and archaeological perspective, two items were identified, AHIMS #45-5-3308 and AHIMS #45-5-2361, however, the former has not been sighted since investigations in 2007. This is most likely due to impacts from stormwater washing it into the creek corridor west of the location. For AHIMS #45-5-2361, mitigation measures are proposed including a 40m by 20m buffer to protect this item (if it still exists) during the construction phase.	AA and Appendix BB
Clause 2.43 – Consent for clearing native vegetation	(2) Development consent under this section is not to be granted unless the consent authority is satisfied of the following in relation to the disturbance of native vegetation caused by the clearing of the vegetation—	A BDAR has been prepared and lodged with the SSDA. The proposed development results in the clearing of 0.45ha of 'degraded' rated vegetation and 0.07ha of 'less degraded' vegetation. This loss of vegetation will be compensated via greater landscaping	Section 6.1.5, Section 6.2.4, Section 6.2.5, Appendix P Appendix S1,

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(a) that there is no reasonable alternative available to the disturbance of the native vegetation, (b) that any impact of the proposed clearing on biodiversity values is avoided or minimised, (c) that the disturbance of the native vegetation will not increase salinity, (d) that native vegetation inadvertently disturbed for the purposes of construction will be re-instated where possible on completion of construction, (e) that the loss of remnant native vegetation caused by the disturbance will be compensated by revegetation on or near the land to avoid a net loss of remnant native vegetation, (f) that the clearing of the vegetation is unlikely to cause or increase soil erosion, salination, land slip, flooding, pollution or other adverse land or water impacts.	onsite (0.8ha) and the purchasing of Biodiversity Credits. The proposed disturbance of native vegetation will not increase salinity, or other adverse land or water impacts as confirmed in the geotechnical and civil reports.	and Appendix V1
Clause 2.44 – Stormwater, water quality and water sensitive design	(2) Before granting development consent to development on land to which this Chapter applies, the consent authority must take into consideration whether— (a) water sensitive design principles are incorporated into the design of the development, and	The proposed development incorporates principles of WSUD into the stormwater design, integrating primary treatment via Gross Pollutant Traps (GPTs) filtering into bio-retention systems within the On-site Stormwater Detention (OSD) basins for across the site.	Section 6.2.5 and Appendix V1
	(b) riparian, stormwater and flooding measures are integrated, and	A Water Cycle Management Plan has been prepared with the Civil Reporting undertaken for the development. A Sediment and Erosion Control Plan will be implemented during construction, and a stormwater quality	Section 6.2.6 and Appendix V1

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		treatment system, incorporating gross pollutant traps bio-retention basins in concert with on-site detention basins, will manage any stormwater contamination and discharge during operation. The site is not significantly impacted by 1% AEP and PMF events. The FFLs of the warehouse buildings will be higher than the maximum flood levels. A 500mm freeboard has been applied to each of the sites.	
	(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 properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems, and	A Sediment and Erosion Control Plan will be implemented during construction, and a stormwater quality treatment system, incorporating gross pollutant traps bio-retention basins in concert with on-site detention basins, will manage any stormwater contamination and discharge during operation. Groundwater may be experienced at depth during construction works. Surface water management, including conveyance of surface runoff, management of water quantity and water quality (using WSUD principles and best practice pollution reduction objective) will be implemented during the construction phase.	Section 6.2.5 and Appendix V1
	(d) if a potential adverse environmental impact cannot be feasibly avoided, the development minimises and mitigates the adverse impacts of stormwater runoff on adjoining	Provided the implementation of the nominated construction and operational mitigation measures, all potential	Section 6.2.5 and Appendix V1

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems, and	environmental impacts from stormwater runoff will be managed.	
	(e) the development will have an adverse impact on— (i) the water quality or quantity in a waterway, including the water entering the waterway, and (ii) the natural flow regime, including groundwater flows to a waterway, and (iii) the aquatic environment and riparian land (including aquatic and riparian species, communities, populations and habitats), and (iv) the stability of the bed, banks and shore of a waterway, and	The proposed development will improve waterway operation of the corridors onsite as well as reduce potential flood impacts to both the site and residential receivers to the north, traditionally impacted by flooding via the stormwater drain under the Great Western Highway. The realignment of the Blacktown Creek and the drainage swale will maintain the natural flow of stormwater. Bank stability will be maintained through retaining walls and low flow diversion rock walls along the creek bed.	Section 6.2.5, Section 6.2.6 and Appendix V1
	(f) the development includes measures to retain, rehabilitate and restore riparian land.	The proposed development will realign and rehabilitate the land within the conservation zones.	Section 6.1.5 and Appendix P

DEVELOPMENT CONTROL PLAN COMPLIANCE TABLE

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
Huntingwood Precinct Development Control Plan 2011			
Section 1.5 Aims and Objectives of the DCP	(a) Promote economic growth and employment opportunities consistent with the objectives of the Metropolitan Plan for Sydney 2036 and the WSEA SEPP.	(a) The proposed development will utilise the entire site, introducing 134,565m ² of warehouse and distribution centre and office floor	Throughout EIS

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(b) Ensure the orderly provision of infrastructure and services in a manner that minimises impacts on the environment. (c) Ensure the orderly provision of infrastructure and services in a manner that minimises cost to government. (d) Ensure ecologically sustainable development that actively anticipates and prevents damage to the environment. (e) Conserve areas of core habitat and archaeological significance and minimise the impact of development in the Precinct on these areas. (f) Ensure the traffic and public transport needs for the Precinct are achieved. (g) Ensure high quality urban design outcomes are achieved. (h) Allow for the provision of adequate landscaped areas for the use and enjoyment of the working population.	space, complemented by site landscaping and associated works, and delivering 908 jobs during operation. (b) Road and stormwater works and utility service upgrades will be delivered in association with the development, minimising impact of the proposal on the environment through their careful siting and design. (c) All infrastructure costs will be borne by the applicant, The Trustee for Huntingwood Property Trust. (d) Principles of ESD and initiatives, including an extensive solar array and rainwater harvesting measures, have been directly incorporated into the design. (e) Riparian planting and landscape buffer zones are proposed to enhance Blacktown Creek and the western drainage swale within the conservation areas. A 40m by 20m buffer area has been placed over archaeological item AHIMS #45-5-2361 to mitigate any impact to its significance.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
2.1 Economic Context	a) Establish a high quality industrial precinct that provides diverse employment opportunities and economic development to benefit Blacktown and Western Sydney. b) Provide a variety of development consistent with the provisions of the WSEA SEPP and having regard to the location of the site in close proximity to the M4 and M7 Motorways. c) Contribute to the increased levels of skill matching with the local workforce. d) Aim to achieve an overall employment density target of approximately 20 jobs per developable hectare in order to achieve the overall projected on-site employment forecast of approximately 850 jobs for the whole Precinct.	The proposed industrial use for the site, as a warehouse and distribution centre, will provide 908 jobs for the Blacktown and Western Sydney area within a highly accessible site. The proposed development will optimise its close proximity to the M4 motorway and deliver development which is appropriate for the WSEA and wholly consistent with the relevant provisions of the Chapter 2 of the I&E SEPP. The jobs produced onsite will be of similar skill to those in best-in-class warehouse and distribution centres. The site comprises 26.642ha of land and will provide 908 jobs for the area. This is 170% of the forecasted jobs for projected for a site of this size within the Western Sydney employment area.	Section 3
3.1 Water Services	(a) Water reticulation mains, to be supplied by the developer, must be laid within the road reserve and the design of the public roads will need to take this into consideration. (b) The developer must complete a hydraulic assessment of the development, including fire fighting capability. On-site water storage, and/or booster pumps may be required to supplement the reticulated water supply for fire fighting purposes.	(a) The site is currently supplied by the Prospect Hill Elevated reservoir system via a 500mm trunk water main along Flushcombe Road and a 100mm domestic reticulation main along Augusta Street. The proposed development will require relocation and upsizing to a 150mm/200mm	Section 6.2.13 and Appendix DD

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		water main along Augusta Street as well as reconnecting the 100mm reticulation main under the Great Western Highway. (b) The proposed development provides fire truck spaces adjacent to pump rooms and sprinkler tanks in each warehouse hardstand. Adequate onsite water storage will be available for firefighting capability.	
3.2 Sewerage Services	(a) Development is required to address the potential impact on downstream recipients of effluent, not only with respect to volume but effluent quality. (b) Commercial premises will be required to comply with Council's environmental health requirements and the current version of Sydney Water Corporation's Trade Waste Policy and Management Plan to ensure that the trade wastewater is of a quality that can be treated, reused or disposed of in an environmentally sound manner.	The Infrastructure Report prepared for the SSDA has identified that both the eastern and western parts of the site can be connected to the existing waste water system. This has been confirmed with correspondence provided by Sydney Water. These systems have been confirmed as being able to accommodate the anticipated daily waste water from the site.	Section 6.2.13 and Appendix DD
3.3 Electrical	(a) Development is required to meet the requirements of Integral Energy and Council. (b) Applicants will be required to obtain a certificate from Integral Energy outlining their notification of arrangements for servicing the site including the provision of street lighting. (c) Electricity infrastructure is to be placed underground in shared trenches.	The Infrastructure Report prepared with the SSDA has identified that new 11kv feeders are required to service the site. Consultation is being undertaken by Edgewater Consulting to provide these feeders onsite. Substations are proposed to be	Section 6.2.13 and Appendix DD

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		provided for each of the warehouses off this main feeder.	
3.3.2 Electrical Infrastructure and Easements	(a) No structures shall be erected within the 132kV or 33kV easement areas. Truck loading docks will be possible within the easement depending upon the type of materials. In general a 9m vertical clearance from the transmission line is required. (b) Development applications must show that, if required, transmission lines have been suitably redirected in accordance with Integral Energy's requirements.	No structures are proposed within the electrical easement or a 15m radius buffer for the existing electrical transmission towers onsite. There is no required changes to these towers.	Section 6.2.13 and Appendix DD
3.4 Telecommunications	(a) The development is required to meet the installation and operational requirements of the network providers. (b) Infrastructure for the future provision of fibre optic cables is to be installed in all new subdivisions. Applications for subdivision are to indicate the location of piping for these services.	Network and fibreoptic services are available off Flushcombe Road which can then service the site.	Section 6.2.13 and Appendix DD
3.5 Gas	(a) All gas supply infrastructure is to be installed underground in shared trenches.	Gas infrastructure will not be required with the proposed development.	Section 6.2.13 and Appendix DD
4 Stormwater Management	Stormwater runoff will be carried by a combination of major and minor drainage systems. Water Sensitive Urban Design (WSUD) techniques shall be employed to mitigate potential impacts of urban development on the site and surrounds.	WSUD principles and techniques, including primary treatment including GPTs and tertiary treatment utilising On-site Detention basins combined with bio-retention systems.	Section 6.2.13 and Appendix DD
5.1 Water Conservation	(a) Development shall incorporate water efficient fixtures such as taps, showerheads, and toilet suites (cisterns and urinals). The fixtures must be at least AAA rated under the National Water Conservation Rating and Labelling Scheme.	The proposed development will incorporate water efficient fixtures as part of the ESD initiatives committed to in order to achieve a 5 star Green Star rating.	Section 6.2.13, Appendix O Appendix DD and Appendix V1

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(b) A Site Water Management Plan is required to be submitted with all development applications that investigates, and where feasible, provides for the integrated management and use of water. The Plan shall demonstrate that other water sources have been considered including: (i) an integrated water collection and recycling system for capturing and recycling of roof water; (ii) the reuse of grey water on site; (iii) the capture and re-use of stormwater from the site; (iv) treating and re-using any water generated by the development; and (v) controlling the quality of waste water and stormwater to be disposed.	A Water Cycle Management Strategy has been provided with the civil report and provides for integrated management and use of water onsite including the capture of rooftop rainwater and re-use of non-potable water for toilet use and garden watering.	
5.2 Energy Efficiency	(a) Appropriate use of energy efficient materials during construction is to be demonstrated. (b) Development should incorporate energy efficient hot water systems, air-conditioning, lighting and lighting control systems. (c) An energy performance statement (EPS) is to be lodged with all development applications. The EPS shall provide justification for the proposed energy efficiency measures by addressing: (i) solar access; (ii) building form and construction; (iii) heating/cooling and ventilation; (iv) lighting, water usage and appliances; and	The proposed development will incorporate energy efficient materials in-line with the Section J assessment in the ESD report. Further, extensive solar panels will be provided across the warehouse buildings to then service site heating and much of the electrical demand onsite.	Section 6.2.13, Appendix O and Appendix V1

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(v) solar boosted hot water systems. (d) Consideration should be given to the feasibility of any measures to substitute grid-source power with environmentally sustainable alternatives such as co-generation (i.e. recovery of waste energy) or photovoltaics.		
5.3 Air Quality	(a) Development applications should provide an assessment, and identify necessary mitigation measures, to minimise the potential environmental impacts from air pollutants generated by the proposed development. (b) Development applications must comply with relevant Council and government authority guidelines to ensure no adverse environmental impacts occur both during and after development of the Precinct.	An Air Quality Impact Assessment (AQIA) has been prepared to assess and minimise potential air quality impacts of the development. During construction, it is anticipated that the proposed development has a negligible risk of adverse dust soiling and human health impacts, following the implementation of a Construction Air Quality Management Plan post determination. During the operation of the site, anticipated emissions are of a similar nature to the surrounding traffic network. While the surrounding receptors have a high sensitivity the location and nature of operational works are assessed to be of negligible magnitude.	Section 6.2.3 and Appendix Q
5.5 Waste	A Waste Management Plan that complies with Blacktown Development Control Plan 2006 – Site Waste Management and Minimisation is required with each development application.	A Waste Management Plan has been prepared for the site, taking into account requirements under Blacktown Development Control Plan 2015 – Site Waste Management and	Section 6.2.9 and Appendix Z

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		Minimisation (latest version of the plan references in this HDCP 2011 control).	
5.6 Contamination	(a) Developments should be designed and managed through appropriate site management techniques to minimise the potential for polluting discharges, fugitive emissions and controlled spillages. (b) All development must comply with the requirements of Council's Site Contamination Policy and relevant government guidelines. (c) Future development applications within the Precinct must assess and analyse: (i) Whether residual pesticides and heavy metals are present in the upper soil profile within lots where market gardening and poultry farming has occurred. This should be conducted in accordance with the Department of Environment and Climate Change (DECCC) (2005) Guidelines for Assessing Former Orchards and Market Gardens. (ii) Dumped/stockpiled material for offsite disposal or reuse capability. (iii) Underlying soils to ensure that there has been no leaching of any contaminants from dumped waste/stockpiles to the underlying natural ground where dumping has occurred. (iv) Soil, and groundwater if present, around any USTs or ASTs, fuelling pumping areas, and assessment of any surface stained areas around the former service station and disused vehicles. Assessment and/or decommissioning should be conducted in	A Detailed Site Investigation (DSI) with Remediation Action Plan (RAP) and Long-Term Environmental Management Plan (LTEMP) have been prepared to assess potential contamination of the subject site. These include all relevant testing for hydrocarbons, asbestos contaminated materials, or other contaminants onsite as a result of the site's history. The site can be made suitable for the proposed commercial and industrial uses subject to the implementation of the RAP. The remediation works proposed are considered Category 2 and do not require development consent. A component of the remediation process is to cap contaminated soils within proposed Lots 2 and 3. The LTEMP will ensure the ongoing management of these contaminated soils and any future excavation.	Section 6.2.8, Appendix W, Appendix X, and Appendix Y.

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	accordance with the former NSW EPA (1994) Guidelines for Assessing Service Station Sites. (v) Surface soils for hydrocarbons where vehicle storage and vehicle testing has occurred. (vi) The biological, nutrient and contamination status of water storage dams and ponds. (vii) Shallow soils for potential asbestos around former building footprints where the construction and removal of buildings have occurred. (viii) Any fill material that has been imported on the site.		
5.7 Geotechnical	(a) Applicants are required to provide an understanding of the site salinity in order to prepare appropriate strategies for developing the site. (b) A Salinity Management Strategy must be submitted with all development applications, outlining what actions are proposed to minimise the impact of: (i) development on the saline environment. Such measures could include minimising/ decreasing recharge to saline groundwater tables and waterlogged/ evaporation areas by appropriate drainage, strategic tree planting and soil management strategies; and (ii) the saline environment on development. Such measures could include drainage around buildings, fill rather than cut where practical, the use of building techniques and materials to resist saline attack, and moisture exclusion to prevent salt damage.	A Salinity Management Plan has been prepared for the proposed development, assessment of soil units onsite revealing that the site is classified as 'non-sodic to highly sodic'. To mitigate potential impacts to the saline environment and to the development, the following recommendations for site management have been proposed: ▪ Appropriate selection of vegetation for the environment. ▪ Adopting 'waterwise' gardening principles. ▪ Minimise use of potable water in landscaped areas.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(c) Development is to conform to the Western Sydney Regional Organisation of Councils, Western Sydney Salinity Code of Practice (March 2003).	- Minimisation of disturbance to natural drainage patterns. - Concrete structures with contact to the ground be appropriately designed in-line with Australian Standards.	
5.8 Noise	(a) Development applications must comply with relevant Council and government authority guidelines.	A Noise and Vibration Impact Assessment (NVIA) has been prepared to assess the proposed development against the relevant Council and government authority guidelines. Design interventions, such as the acoustic mound and acoustic walls along the Great Western Highway have been implemented as part of the mitigation measures to avoid unacceptable impacts.	Section 6.1.6 and Appendix R
5.9 Visual Impact	Zone 1 has high visual sensitivity in that any change of land use would be highly visible and hence be considered an impact. Visual mitigation measures therefore are important to this zone. (a) Urban design guidelines should be followed to make provision for the visual sensitivity of the Precinct.	A VIA has been prepared for the proposed development and assesses the potential visual impact of the development including views from the residential receptors to the north and St Bartholomew's Church to the east which are potentially impacted by Zone 1. The VIA concludes the potential impacts are acceptable, subject to the implementation of the recommended mitigation measures, including maintenance of the proposed landscaping so it continues to mature	Section 6.1.3 and Appendix L

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		and increase screening of the proposed buildings.	
6.1 Biodiversity	(a) Conservation areas shown in Figure 4 are designated to protect and maintain the biodiversity values of the Precinct which is informed by Figure 13 and Figure 14. (b) Conservation Areas are to be maintained as part of the private properties, unless an alternative conservation/offset mechanism can be negotiated at the development application stage. Any proposed conservation/offset areas should be managed to maintain or improve biodiversity values in accordance with DECC BioBanking Scheme under Part 7A of the TSC Act 1995. Conservation is not negotiable in the riparian corridors. (c) Any retained vegetation areas would require a boundary fencing to prevent illegal dumping of rubbish and misuse of land, and a bush regeneration program including 3 year primary and secondary weeding. (d) For other areas of biodiversity value, outside of the designated conservation areas on Figure 4, these should be endeavoured for retention as far as practicable as part of the overall development of the Precinct for employment purpose. These habitats may be able to be retained in areas such as setbacks, along property boundaries and within easements. (e) Drainage lines and the associated riparian corridors within the Precinct have been included in the designated conservation areas. In locations where development is proposed within 40 metres of a watercourse, a permit is required from the Department of Water and Energy under the Water Management Act 2000.	(a) A BDAR has been prepared for the SSDA. Nine Biodiversity Assessment Method (BAM) plots were surveyed onsite to remap the biodiversity corridors identified in HDCP 2011 as well as categorising the Plant Community Types (PCT). (b) The waterway corridors onsite are being retained and realigned to reinvigorate the vegetation onsite, conservation areas being provided on the eastern edges of each of the waterway corridors. Where vegetated area is proposed for removal, the BDAR has identified that eight biodiversity credits are required to offset the impact amongst other mitigation measures. (c) Adequate security measures are being provided onsite to mitigate any illegal dumping of rubbish. (d) The proposed biodiversity areas for removal are considered degraded or less degraded, totalling in 0.52ha of cleared vegetation. The landscaping across the site will be managed by the	Section 6.1.5 and Appendix P

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(f) A detailed site survey must be prepared to determine exact size of conservation areas for each development application for subdivision and/or infrastructure works. (g) A flora and fauna management plan should be prepared for all lots within the Precinct that include conservation areas and accompany development applications. (h) Lots outside of the designated conservation areas shown in Figure 4 of the DCP should address protocols for clearing vegetation and measures to protect areas that are being retained through the construction phases. These flora and fauna management plans should be incorporated in to the general construction environmental management plans (CEMP). (i) When measured from the top of the bank on either side of the creek, development consent shall not be granted, except for development associated with protection, enhancement and management of riparian corridors, on land within the Precinct that is within: (i) 40m + 10m (buffer) of Category 1 Corridors (ii) 20m + 10m (buffer) of Category 2 Corridors (iii) 10m + 5m (buffer) of Category 3 Corridors Stormwater management works including detention basins are permitted within the buffer areas specified above.	landowner in line with the recommendations of the BDAR. (e) The proposed development will be referred to NRAR for comment during the assessment period. (f) A site survey has been taken identifying the exact size of the conservation area and the interface with the proposed development (g) A Vegetation Management Plan will be required as a condition of consent provided the conservation areas and 9.4ha of vegetation to be managed onsite. No candidate fauna species were identified onsite. (h) Clearing vegetation works and mitigation measures will form part of the final construction environmental management plan, as identified in the BDAR. (i) Provided Blacktown Creek has been identified as a Category 2 corridor. As such a 20m creek setback with a 10m buffer area on both sides has been implemented. The western swale is not a categorised biodiversity corridor. A 5m	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		buffer area has been provided on either side of the swale.	
6.2 Bushfire	All development in bushfire prone areas shown on the Bushfire Constraints Plan (see Figure 15) must comply with requirements of Planning for Bushfire Protection (2006).	The site complies with the requirements of the Planning for Bushfire Protection (2006).	Section 6.2.14 and Appendix EE
7.1 Indigenous Heritage	(a) A Plan of Management must be developed which identifies the known and potential Aboriginal heritage and specifically identifies permissible uses and management requirements for proposed and possible future impacts in this area within the Potential Archaeological Deposit site (containing #45-5-2362, #45-5-2363, #45-5-2364 and unregistered site NBP2) (see Figure 16). (b) A NPWS Act s.90 Heritage Impact Permit is required to allow the destruction to items: #45-5-2361, #45-5-2363, NBP1, NBP2 and HE IF1 following monitoring and salvaging of the artefacts by the Darug Aboriginal Cultural Heritage Assessments. (c) Future planning and management of the Precinct must involve consultation with the Deerubbin Local Aboriginal Land Council, Darug Aboriginal Cultural Heritage Assessments, Darug Custodians Aboriginal Corporation and Darug Tribal Aboriginal Corporation and consideration given to any concerns raised and correspondence received. (d) Appropriate mitigation measures including, but not limited to, salvage excavation and/or collection is to be undertaken on sites or artefacts identified outside of the known Aboriginal archaeological sites.	An ACHAR has been prepared for the SSDA application. Two items were identified, AHIMS #45-5-3308 and AHIMS #45-5-2361, however, the former has not been sighted since investigations in 2007. This is most likely due to impacts from stormwater washing it into the creek corridor west of the location. For AHIMS #45-5-2361, mitigation measures are proposed including a 40m by 20m buffer to protect this item (if it still exists) during the construction phase. These mitigation and management measures were resolved with input from the Derrubbin Local Aboriginal Land Council and the Darug Custodian Aboriginal Corporation as well as other Registered Aboriginal Parties.	Section 6.2.10 and Appendix AA
7.2 European Heritage	(a) Should future development plans call for demolition of the former service centre and its ancillary buildings on Honeman Close (including roadside diner, house and sheds) should be	(a) The proposed development does not impact the former services centre and ancillary buildings.	Section 6.2.2, Section 6.1.6,

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	subject to an archival photographic recording undertaken to NSW Heritage Office standards. (b) Any proposed development that is likely to impact on the site of the Honeman Close roadway should be subject to a Statement of Heritage Impact (SOHI) that addresses the likely impact of the development on the roadway and proposes an appropriate heritage impact mitigation strategy. (c) A Visual Impact Assessment is to be prepared for all development applications that may impact on the views from St Bartholomew's Church including sites within Visual Impact Zone 1 on Figure 11. (d) Future road layout and subdivisions must respect and retain the Boiler Close and Honeman Close road alignments as examples of the original Great Western Highway alignment. (e) An Archaeological Assessment is to be prepared for all development applications within the area bounded by Honeman Close to the north east and the RTA Crash Lab to the west, in accordance with the requirements of the NSW Heritage Act.	(b) the proposed development does not impact the Honeman Close roadway. (c) The VIA concludes the potential visual impacts are acceptable, subject to the implementation of the recommended mitigation measures, including maintenance of the proposed landscaping so it continues to mature and increase screening of the proposed buildings. Detailed consideration was given to St Bartholomew's Church in the VIA and HIS, which confirms the primary views are from the east due to the impacts from previous works, including the Prospect Highway upgrades. The VIA also undertook a comprehensive assessment of the residential properties to the north, with no significant impacts subject to implementation of the approved landscape works. (d) the proposed development will not impact the road layout and subdivision of the Boiler Close and Honeman Close. (e) the proposed development will not impact on the land bounded by Honeman Close.	Appendix L and Appendix BB

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
8.1 Regional Road Network	(a) Council must not issue development consent on land within the Precinct unless: (i) the Director-General of the Department of Planning and Infrastructure and the Director of the Roads and Traffic Authority (RTA) have certified in writing to the Council that satisfactory arrangements have been made for contributions to the provisions of regional transport infrastructure and services in relation to the land comprising that development; (ii) the provision of any agreement for these or any other contributions relating to the proposed development have been complied with. (iii) the traffic modelling and detailed design associated with each access treatment or intersection are satisfactorily resolved and approved by the RTA; and (iv) satisfactory arrangements have been made with the RTA for the potential road reserves along Reservoir Road and adjacent to Prospect Highway.	Clarification is being sought from the DPE regarding the SIC payable for the site having regard to the TICD which applies over part of the site. A Planning Agreement is being prepared in collaboration with Blacktown City Council for the delivery of roadworks, stormwater works and landscaping works. Ongoing consultation has been undertaken with TfNSW regarding the new intersection with the Great Western Highway and the modelling of the local road network.	N/A
8.2 Local Road Network	(a) Development should generally be in accordance with Figures 17 and 18 or other satisfactory arrangements for vehicular access and internal road layout to be agreed with the RTA and Council. (b) Development should comply with the road design principles identified in: (i) Roads and Traffic Authority, Road Design Guidelines; and (ii) Roads and Traffic Authority, Guide to Traffic Generating Development (1993).	(a) The applicant has had extensive consultation with TfNSW regarding connection to the fourth leg of a new intersection off the Great Western Highway to provide access to Warehouse 5 on the eastern site of Blacktown Creek. This is an optimal access arrangement as bridging works potentially impacting the biodiversity value of the riparian corridor do not have to be undertaken. Additional road upgrade works will be undertaken in	Section 6.1.4 and Appendix M

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(c) Roads must be designed in accordance with the provisions of this DCP and Council's Engineering Guide for Development (2005) (see Table 2 and Figure 19). (d) The street and road hierarchy should be reinforced through landscape embellishment. (e) Road widths should provide sufficient space to allow heavy vehicles to enter and exit the development and individual lots safely in a forward direction. (f) Turning heads of culs-de-sac shall have a minimum radius of road reserve of 17 metres and a carriageway radius of 13.5 metres. (g) Turning heads of culs-de-sac located on private roads shall be constructed in accordance with the current Australian Standard. (h) Private roads must allow for adequate turning heads at the intersections with public roads.	Flushcombe Road and Augusta Street. (b) The proposed development's internal road network has been designed in-line with the relevant road design principles. (c) The internal road network will be designed in accordance with the provisions of HDCP 2011 and Council's Engineering Guide for Development or equivalent. (d) Landscaping is utilised to enforce a street and road hierarchy onsite. (e) The car entries and truck entries have been delineated for each of the developments onsite allowing entry and exit from the individual warehouses in a forward direction. (f) The turning head adjacent to Warehouse 3&4 has a carriageway radius of 13.5m. (g) The proposed turning heads have been designed in-line with the relevant Australian Standards. (h) Cul-de-sac works will be provided on Flushcombe Road and Augusta Street which will accommodate B-double sized trucks.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
8.3 Public Transport	(a) Applicants must consult with the Transport NSW to make provision for public transport services to the Precinct. (b) Bus stops, on any designated bus routes, are to be provided at appropriate intervals and locations to ensure a maximum 400m walking distance from at least 90% of employment generating development. (e) Pedestrian routes and road crossings are to be located conveniently to bus stops.	(a) The site is serviced by Blacktown Station to the north and four bus routes. (b) The closest bus stop to the site is 700m away. Implementation of a bus stop on Flushcombe Road or Great Western Highway would not be appropriate for the traffic interface. (e) Pedestrian pathways for employees are provided to the local street network which connects through to the nearest bus stop.	Section 6.1.4 and Appendix M
8.4 Pedestrian and Cycling	(a) Development should be consistent with the Roads and Traffic Authority, Action for Bikes – Bikeplan 2010 and Blacktown Bike Plan. (b) Facilities for pedestrians and cyclists should be designed in accordance with Austroads Guidelines, Parts 13 and 14 and the RTA NSW Bicycle Guidelines (November 2003). (c) The Precinct should link to the cycleway on the M4 Motorway. (d) Secure bike parking should be provided at destination points on site. (e) Pedestrian and cycle links are to be consistent with the traffic and transport plan for the Precinct. (f) Cycle and pedestrian paths should be designed and constructed in accordance with Table 2.	(a) The proposed development is consistent with the relevant strategic bicycle policies. (b) Bicycle parking areas and showers have been provided onsite. (c) The site is interconnected to the M4 cycleway. (d) Secure bike parking is provided in each of the office areas for the warehouse buildings. (e) The pedestrian and cycle links interconnect with the surrounding road networks.	Section 6.1.4 and Appendix M

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		(f) Pedestrian pathways have been designed appropriately. Designated cycleways are not implemented onsite.	
8.5 Parking	(a) On street parking must be designed in accordance with AS 2890.5 – Parking Facilities – On-street parking. (b) Off street parking must be designed in accordance with the car parking provisions of this plan. (c) Off street loading/ unloading facilities for commercial vehicles, including design requirements for access driveways across the property boundary and for internal circulation roadways, must be designed in accordance with AS 2890.2 – Parking Facilities – Off-street commercial vehicle facilities. (d) Parking is to be provided in accordance with Table 3 which sets out minimum requirements. (e) The following additional provisions apply: (i) stacked parking is not favoured; (ii) every individual development must provide at least one clearly marked and signposted parking space for disabled persons in close proximity to the main entrance to the building; (iii) developments with more than 50 car parking spaces must provide at least 2% or part thereof of those spaces for disabled drivers, clearly marked and signposted for this purpose; (iv) all parking areas shall be constructed of hard stand, all weather material, with parking bays and circulation aisles clearly line marked;	(a) No on street parking is proposed for the development. (b) Off street car parking has been designed in-line with the relevant Australian Standards. (c) Off street loading / unloading facilities have been designed in-line with the relevant Australian Standards. (d) The proposed development provides 951 car parking spaces across the site, exceeding both RMS and HDCP 2011 rates for car parking. (e) With regard to the specified provisions: (i) stacked parking is not provided. (ii) Each warehouse has at least one accessible car parking space. (iii) 27 accessible car parking spaces will be provided. (iv) The parking areas will be constructed of hardstand all weather material and clearly line marked.	Section 6.1.4 and Appendix M)

Statutory Reference	Relevant Considerations	Relevance	Section in EIS							
	(v) car parking areas shall be landscaped to provide shade and screening; and (vi) designated on site truck parking areas must be provided for applications that propose overnight parking, in addition to spaces provided for loading bays. Table 3 - Car parking requirements <table><tr><th>Land Use</th><th>Minimum car parking requirements</th></tr><tr><td rowspan="2">Industrial/ Warehouse</td><td>Building 7,500sqm or less – 1 space per 100sqm GFA.</td></tr><tr><td>Building greater than 7,500sqm GFA – 1 space per 200sqm FGA only for the area in excess of 7,500sqm where there is specific end user which would not demand a higher rate and where employee parking is adequately catered for.</td></tr><tr><td>Commercial</td><td>1 space per 40sqm GFA</td></tr></table>	Land Use	Minimum car parking requirements	Industrial/ Warehouse	Building 7,500sqm or less – 1 space per 100sqm GFA.	Building greater than 7,500sqm GFA – 1 space per 200sqm FGA only for the area in excess of 7,500sqm where there is specific end user which would not demand a higher rate and where employee parking is adequately catered for.	Commercial	1 space per 40sqm GFA	(v) Landscaping at regular intervals in car parking areas is provided for shade and screening onsite. (vi) Overnight parking for truck is not proposed for the development.	
Land Use	Minimum car parking requirements									
Industrial/ Warehouse	Building 7,500sqm or less – 1 space per 100sqm GFA.									
	Building greater than 7,500sqm GFA – 1 space per 200sqm FGA only for the area in excess of 7,500sqm where there is specific end user which would not demand a higher rate and where employee parking is adequately catered for.									
Commercial	1 space per 40sqm GFA									
9 Subdivision	(a) Allotment sizes should be guided by the following requirements: (i) the minimum lot size for all allotments in a Torrens Title subdivision must be 1,200 square metres; ... (b) The minimum width at the building line for all allotments in a Torrens Title subdivision is 30m. (c) Lots are to be relatively regular in shape, although lot sizes should also be diverse to meet a range of different land uses. These may range from those requiring wide street frontages and a minimum depth to those that require less frontage but a greater depth. Irregular shaped allotments with narrow street frontages should be avoided, particularly where several of these are proposed in an adjoining manner.	(a) The proposed consolidated lot sizes are as follows: - Lot 1: 22.37ha - Lot 2: 2.64ha - Lot 3: 1.632ha (b) All lots are at minimum 30m wide. (c) The lots are regular in shape, capable of accommodating a wide range of land uses. (d) All proposed lots are included in the proposed development of the four warehouse buildings and will achieve increase visual surveillance, maximise								

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(d) Lots should be orientated and aligned: (i) so that future buildings can face the street to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls; (ii) to maximise use of a slope and orientation to facilitate solar efficiency; and (iii) to encourage building design that has frontage to landscaped areas. ... (f) Access to lots shall be sited to ensure that sight lines are unimpeded when entering and exiting the lot. (g) Subdivisional roads should incorporate a road hierarchy that is well connected and displays a legible street hierarchy and that will accommodate the anticipated traffic volumes and vehicle types.	solar efficiency, and encourage high quality building design. (f) Access to the lots will not impede sight lines to surrounding lots. (g) No new roads are included in the proposed subdivision.	
10.1 Site Analysis	Development applications are to be accompanied by a site analysis plan that demonstrates site characteristics and site opportunities and constraints.	A site analysis plan has been prepared for the proposed development.	Appendix G
10.2 Siting and Setbacks	(a) Buildings are to be set back by: (i) 20m from the Great Western Highway, M4 Motorway corridor and Prospect Highway; (ii) 10m from Reservoir Road; (iii) 7.5m from other roads in the Precinct of which all is to be used for landscaping; and (iv) 5m for a secondary setback on a corner allotment.	(a) Proposed building setbacks are as follows: (i) The all four warehouse buildings incorporate a 20m setback from the Great Western Highway to the north and M4 to the south. The proposed development does not have a frontage to Prospect Highway.	Section 6.1.2 and Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(b) No storage of any kind is permitted within the setback area. (c) No side setbacks are permitted between allotments subject to meeting fire rating requirements. (d) A minimum setback of 5m is required from the building alignment to any boundary that is adjoining to a conservation area, or to any conservation area within the site. (e) Where the development is adjacent to a riparian corridor, the building alignment is not permitted within the following, subject to any fire requirements: (v) 40m + 10m (buffer) of Category 1 Corridors (vi) 20m + 10m (buffer) of Category 2 Corridors (vii) 10m + 5m (buffer) of Category 3 Corridors (f) Site coverage is not to exceed 65% (refer to Figure 22). Site coverage includes the footprint of all buildings and building canopy areas (excluding hardstand areas). (g) All setback areas must be landscaped and maintained in accordance with the Landscape Controls outlined in this Plan.	(ii) the development does not have a frontage to Reservoir Road. (iii) For the corner lots containing Warehouses 1 and 2, Augusta Street is viewed as the primary frontage, incorporating a 7.5m landscaped setback. (iv) a 5m secondary setback has been provided to Flushcombe Road for the Warehouse 1 and 2 corner allotments. (b) No storage areas are proposed within the setback areas. Waste storage areas will be located on the hardstand areas for each warehouse adjacent to the loading areas. (c) Adequate buffer areas have been provided between allotments to allow for watercourse and vegetation setbacks. (d) a minimum 5m setback has been provided to all conservation areas on site, namely along the unnamed watercourse and in the northeastern corner of the site. (e) Provided the watercourses running through the site, the following buffer areas have been provided:	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		– Blacktown Creek (Category 2 riparian corridor as identified in HDCP 2011 and confirmed by the BDAR): 20m creek setback with 10m additional buffer area on both sides of the realigned creek. – Western Swale: As confirmed by the BDAR, western swale is not mapped as confirmed with correspondence from NRAR. A 5m setback is provided which is considered appropriate. (f) Site coverage, inclusive of warehouse awnings, for the proposed development will be 53%. (g) Setbacks to the site boundaries are predominantly landscaped and will be maintained in-line with a Vegetation Management Plan. Minor variations, including car parking and hardstand areas within the landscaped setback to the southern boundary are considered appropriate based on the delivery of overflow car parking and extensive planting. Setback are also significantly greater than nearby developments to the west which comprise hardstand area close to the property boundary.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
10.3 Built Form and Design Controls	(a) To achieve attractive design, applicants are to consider a range of fascia treatments, facade treatments, rooflines and building materials. (b) Applicants must give consideration to the following: (i) integration of building design with landscape elements; (ii) the impact of building bulk and scale on district views; (iii) the impact of building bulk and scale when viewed from major vantage points including St Bartholomews Church, the M4 Motorway, Great Western Highway, Reservoir Road and nearby residential areas; (iv) optimising building orientation and siting to natural elements such as topography, wind and sunlight, and to maximise aspect and views and energy efficiency (refer to Figure 23); (v) articulation of building facades through the use of elements such as: external structures, finishes, etchings and recessed patterns; decorative features, textures and colours; locating offices and highlighting entries within front facades to reduce the apparent bulk and scale of the structure; (vi) blank walls are to be avoided; (vii) buildings on lots that have dual street frontage should be designed to ensure: the building addresses the primary street frontage; distinctive identifying architectural elements are incorporated to provide sufficiently and varied facades; blank walls are avoided on the secondary street frontage; (viii) the amenity of any adjoining landscaped areas;	As described below, careful consideration has been given to façade treatments, building materials and master planning to ensure the bulk, scale and operations of the development is fitting with the local context. (i) Integration of riparian and conservation areas into the masterplan design have been achieved, re-purposing these spaces as valuable resources for the site's future occupants, as well as riparian and conservation benefits. (ii) The bulk and scale of the development has been addressed through façade treatment creating rhythm and articulation, using different layers of materials and patterns resulting in varied built form that exceeds typical industrial look and feel. (iii) Consideration has been given to the bulk and scale of the development from the different vantage points adjacent to the subject site, including St Bartholomew's Church and the nearby residential areas to the north. To combat disturbances to vantage points existing mature tree coverage	Section 6.1.1, Section 6.1.2, and Appendix G.

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(ix) the location of roller shutters, loading docks and other building openings so they do not detract from the overall appearance of the building. Roller shutters and the like should not be located on the primary street frontage where possible; (x) roof design to ensure visual interest and compatibility with the overall building design especially in areas of high visibility. Where visible from a public area, all rooftop or exposed structures including lift motor rooms, plant rooms etc, are to be suitably screened and integrated with the building. Natural lighting should also be incorporated into the roof design of large span buildings; and (xi) the location of above ground water tanks to ensure that they are not visible from the public domain. Water tanks must be suitably screened. Details (including elevations) of all water tanks must be submitted with the development application.	has been maintained to the east alongside plans to use landscaped setbacks to create dense coverage in proceeding years, helping to minimise disturbances to views from the church and local residents. Building height in the east has been reduced during design development from RL110 to RL107 to reduce impacts to sight lines. (iv) Building orientation has been optimised with office components proportionally scaled and where possible, located, and oriented to take advantage of the northerly aspect and to reduce the visual impact of the building mass adjacent to boundaries. In addition, warehouse ridgelines have been positioned to optimise future solar arrays. (v) Consideration has been given to the scale of the buildings to create visual interest in the façade through rhythm and articulation, using different layers of materials and patterns resulting in varied but repeating forms. Design intent is achieved with the juxtaposition of forms, offsetting offices, and creating a mix of grounded and elevated forms. To assist in reducing the buildings	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		prominence additional architectural features have been added to the facade cladding which aides its articulation. (vi) Blank walls have been avoided with articulation of materials and introduction of offices to break up long sections of buildings. (vii) Warehouses 1 and 2 have dual street frontages, with a primary frontage to Augusta Street and secondary frontage to Flushcombe Road. Articulated façades are primarily focused on the site's public interfaces, the north and south elevations. The warehouse buildings maintain the pattern across the wider context, maintaining an interesting façade structure while seeing the site build for purpose. (viii) Improved landscape amenity and its interaction with the existing natural environment will help promote social, cultural, recreational, and educational opportunities within natural landscapes. The development provides an opportunity to engage in creek reconstruction and restoration works providing an improve connection to Blacktown Creek.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		(ix) Understanding of site constraints and residential receivers have been incorporated into the design through the attenuation of loading areas away from residential receiver locations to the north. This is achieved through orientating loading docks to the south. This ultimately enables land zoned industrial to operate without adversely impacting the local community. (x) All plant and equipment on top of offices is effectively shielded with aluminium slat screening. Colour selection has also been controlled to ensure integration with façade design. Natural light is maintained to warehouse space through introduction of translucent sheeting. (xi) Above ground tanks will be effectively screened using both screening elements and tree coverage.	
10.4 External Building Materials and Colours	(a) Applicants are required to submit with all development applications details of external colours and finishes. (b) External finishes should be constructed of durable, high-quality and low maintenance materials. (c) All external walls of buildings used for office/showroom purposes should be constructed of brick, glass, steel, concrete,	a) External colours and finishes have been provided as part of the architectural plans. b) The façade design includes a combination of typical industrial façade materials, such as precast concrete, prefinished powder coated metal cladding, aluminium cladding and	Section 6.1.1 and Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	textured block work, pre-cast exposed aggregate panels or other materials approved by Council. (d) External finishes should contain a combination of materials. (e) Any wall visible from the public domain must be finished with a suitable material to enhance the appearance of that facade. (f) Building materials should be selected such that reflection is minimised and will not adversely affect adjacent development, vehicular traffic and public domain areas. (g) The following should be considered in the choice of building materials in all developments: (i) energy efficiency; (ii) use of renewable resources; (iii) low maintenance; (iv) recycled or recyclable; (v) non-polluting; and (vi) minimal PVC content.	decorative slats/mesh screens, the latter acting as sun shading elements. These materials have been chosen for their robust and low-maintenance properties. c) All external walls will be constructed from a combination of steel, concrete, aluminium, and glass. Please refer to Warehouse External Finishes as part of the Architectural Pack. d) A mixture of the steel, concrete, aluminium, and glass is maintained as all external finishes. e) All walls within the estate will be constructed from combination of prefinished profiled metal cladding and off-form concrete. f) The proposal includes use of non-reflective matte paints combined with textured and angled surfaces of warehouse facades. g) Construction materials are chosen to be low impact to ensure LOGOS sustainability goals are met including achieving a 5-Star Green Star Certification. These material choices and construction methodology include: Construction Waste - Less than 5kg of construction and demolition	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		waste per square meter of GFA is going to landfill. This diverts and ensures reuse or recycling of a high portion of site waste. ▪ Low VOC and Low Formaldehyde Materials – paints, adhesives, sealants, floor coverings, carpets and engineered wood will be selected appropriately to provide a healthier and low-impact environment. ▪ Best-Practice PVC – cables, pipes, flooring, and blinds will be selected and specified to be Best Practice PVC. This ensures upstream performance will be met and has significant benefit for the overall environment during the construction process. ▪ Best Practice Steel – Where possible, steel will come from a sustainable steel manufacturer, who has an action plan. ▪ FSC/PeFC Timber throughout – where possible, timber, including virgin and engineered timber through construction and fit out elements under the builder's control will be specified as FSC/PeFC. This ensures the	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		timber provided to site is of the highest standard and sourced from sustainable sources.	
10.5 Entrance Treatment	(a) The entrances to the Precinct should be clearly visible, well sign posted, well lit and landscaped. (b) Entries to buildings should be clearly visible to pedestrians and motorists and be integrated into the form of the building. (c) Architectural features are to be provided at ground level giving an entrance element to the building and addressing the primary street frontage. (d) All entrance treatments, such as Precinct directory boards, must be located on private property, with appropriate positive covenants and restrictions on title to ensure that the ongoing management of such treatments. (e) No form of advertising will be permitted on any entrance treatment facility.	(a) The entrance to the proposed development via Flushcombe Road for Warehouses 1-4 and via the Great Western Highway for Warehouse 5 are clearly visible in the streetscape, with appropriate wayfinding signage and will be well lit and landscaped. (b) The warehouse building entrances are integrated into the built form, with each tenancy's entrance clearly articulated. (c) The entrance component of the office areas across the site are clearly articulated and delineated from the main warehouse, with Warehouses 1, 3, 4, and 5 addressing the Great Western Highway frontage and Warehouse 2 addressing the M4 motorway. (d) All precinct directory boards are located within the site surrounded by landscaped elements. Management plans for entrance treatment will be implemented once constructed.	Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		(e) No advertising is proposed for the proposed development.	
10.6 Ancillary Buildings, Storage and Service Areas	(a) Storage areas located within the confines of the primary industrial building are encouraged. Open storage areas should not be visible from the public domain and should be appropriately screened (refer to Figure 24). (b) Open storage areas should not compromise truck or vehicle manoeuvring and car parking areas. (c) To provide cohesion to the appearance of the development, ancillary buildings and storage sheds are to be located behind setback lines and be consistent with the design of the main building. (d) Details of any proposed ancillary buildings, open storage and services areas must be submitted with all development applications.	(a) The waste storage areas are included within hardstand adjacent to the loading bays for each warehouse. These areas generally face the southern elevation, away from the residential receivers. For Warehouse 1 and 2, the waste is located on the eastern façade and will be screened by the acoustic wall. (b) Adequate hardstand area has been provided such that the waste storage areas will not conflict with truck swept paths through the site. (c) Necessary facilities such as substations, pump rooms and sprinkler tanks have been appropriately located for each warehouse and located behind setback lines. (d) Details of the external waste storage area have been submitted with the Waste Management Plan and are noted on the architectural plans.	Appendix G and Appendix Z
10.7 Fencing	(a) Low feature walls are encouraged at entry driveways. These walls should be used for retaining purposes, as garden beds or as landscaped features and should be integrated into the overall design of the development.	(a) A 2.1m black powder coated palisade fence will be erected along the site boundaries, enabling the	Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(b) Pre-painted solid metal fencing and other solid fencing is not permitted on any frontage to a public road, or riparian corridor. (c) All fencing and gates fronting a public road are to be black, powder coated metal palisade security fencing except for any special features such as pylons associated with entry gates. (d) Where security fencing is proposed adjacent to the creeks this is to be along the boundary between the buffer area and the riparian zone with lockable gates for maintenance access to the riparian area. Such fencing is to be open form to allow movement of water and fauna across this boundary. (e) Black powder coated metal palisade security fencing shall be provided across the riparian zone along the frontage to any public road to prevent unauthorised entry and illegal dumping, though with lockable gates for maintenance access.	landscaping setbacks to be clearly visible from the street (b) Palisade fencing is proposed around the site boundary as well as the proposed development. (c) All fencing is proposed to be black powder coated palisade fencing. (d) Adequate maintenance access is available to the riparian corridors. Water will not be inhibited onsite. (e) Fencing has been proposed around the proposed development to prevent unauthorised entry and illegal dumping.	
10.8 Signage and lighting	(a) Signage is to relate to the use occurring on the respective property, and should identify the relevant business name or owner. Signage is not to have a detrimental impact on the visual character of the site and surrounding area. (b) Business identification signage should be attached to the wall of the main building and be designed to complement the architectural style of the building. (c) 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 the architectural style of the building.	(a) The proposed signage relates to either the property of relevant businesses onsite. The signage is appropriate for the industrial precinct. (b) All business identification signage has been designed to complement the architectural style of the buildings. (c) Directional and wayfinding signage has been appropriately located onsite. The design language of the signage is consistent across the site. (d) Signage details have been provided in the architectural plans	Appendix G

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
	(d) Details of all signage, including free standing, fascia, and wall signs must accompany development applications. (e) The design and lux of any internal or spot lighting shall be designed to avoid off-site or traffic safety impacts. (f) No form of moving or flashing signage or lighting is permitted within the Precinct. (g) Signage on buildings facing the M4 Motorway and the Great Western Highway are to be designed to complement the architectural character of the building. Signage is not to have a detrimental impact on the visual character of the site and surrounding area. (h) No freestanding signs shall be located on frontages facing, and within the setback to, the M4 Motorway and the Great Western Highway.	noting that detailed content for tenant signage will follow consent. (e) Signage will be appropriately illuminated to avoid impacting off-site traffic safety. (f) No moving or flashing signage/lighting is proposed with the development. (g) The signage on façades facing the Great Western Highway and the M4 motorway will complement and contribute to the façade variety of each warehouse. (h) Freestanding pylon signs are proposed for the entrances to the site within the northern and western setback areas. These signs are required to enable safe vehicle manoeuvres for drivers wishing to access the site from the Great Western Highway or alternative routes from the M4 motorway. Signage has been integrated with the existing trees and proposed landscaping so it delivers an appropriate outcome. It is also consistent with other sites to the west which include signage within the 20 metre setback.	

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
10.9 Safety and Security	(a) Development should comply with Crime Prevention and the Assessment of Development Applications (DUAP, April 2001). (b) Development which has the potential to present a crime risk will require a Crime Risk Assessment Report (Safer by Design Evaluation) to be submitted with the development application. The report should address the 4 crime prevention through environmental design principles of surveillance, access control, territorial reinforcement and space management. (c) Buildings should be designed to overlook public domain areas and provide casual surveillance (refer to Figure 25). (d) Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street. (e) Use of roller shutters is not permitted on windows facing the street. Security bars must be designed to complement the architecture of the building. (f) Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings to ensure a high level of safety. (g) The development should provide clear sight lines and well-lit routes between buildings and the street, and along pedestrian and cycle networks within the public domain. (h) Consideration should be given to use of landscape elements so as not to compromise the perceived level of safety.	(a) The proposed development embodies the principles of Crime Prevention Through Environmental Design principles. (b) A Social Impact Assessment has been prepared with this SSDA, commenting on crime prevention measures to mitigate potential crime risk onsite. (c) Office areas onsite have been positioned to provide passive surveillance across pedestrian parking and activity areas to provide passive surveillance. (d) Office entrances onsite are oriented towards internal pedestrian walkways and car parking areas to provide visibility across the site. Pedestrian crossing areas have been provided in the undercroft parking for Warehouse 5 to streamline pedestrian movements onsite. (e) roller shutters are not proposed for the office windows. (f) Appropriate lighting will be provided onsite to guarantee pedestrian safety. (g) The development provides clear sightlines and well-lit routes between buildings and the street, specifically	Section 6.2.12 and Appendix CC

Statutory Reference	Relevant Considerations	Relevance	Section in EIS
		along the pedestrian paths around the precinct. (h) the landscaping onsite will not compromise the safety of employees.	
10.10 Landscaping	Design and planning (a) A landscape plan is to be prepared and submitted with all development applications. (b) Site landscaping is to comprise trees, shrubs and groundcovers indigenous to the surrounding area in particular Cumberland Woodland species. Streetscape and allotment frontages (a) The streetscape design is to integrate vertical elements (trees, light poles and allotment signage) to provide a consistency of elements and materials across the Precinct. (b) Service lids and above ground structures are to be minimised in street frontages. Where possible, service lids are to be located adjoining pavement or kerbs to avoid small areas of turf or planting beds. (c) Street tree planting should be implemented at the subdivision stage to ensure plantings are visually consistent in height, spread and form across the Precinct	Design and planning (a) A landscape plan has been prepared with the SSDA. (b) Site landscaping includes native trees, shrubs and groundcover appropriate for the site. Streetscape and allotment frontages (a) Trees and light poles are proposed across the built form of the site to create variety in the pedestrian experience. (b) Service lids will be provided appropriately across the site. (c) Street tree planning will be implemented in line with the landscape plans.	Section 6.2.1 and Appendix N