

**Attachment 4 - Holroyd Development Control Plan 2013 compliance table**

<b>Holroyd Development Control Plan 2013</b>			
<b>Part A – General Controls</b>			
<b>No.</b>	<b>Control</b>	<b>Provided</b>	<b>Compliance</b>
<b>1</b>	<b>Subdivision</b>		
<b>1.1</b>	<b>Design and Landscaping for Subdivision</b>		
	In determining the suitability of any subdivision application, consider the following:- a) Slope and orientation of land; b) Opportunities for solar and daylight access to future development; c) Design of roads, access ways and individual site access; d) Retention of special qualities or features of a site, such as trees and views; e) Availability of utilities; f) Evacuation controls as per flood risk precincts table in Section 8; g) Provision of adequate site drainage; h) Provision of public open space; i) Heritage conservation; j) The adequacy of each site in achieving relevant development standards detailed within this control plan such as setbacks, car parking, landscaping, etc; and k) The relationship of the subdivision layout to adjacent land suitable for subdivision.	Subdivision is not proposed as part of this DA.	N/A
	General Landscaping Controls	Not Applicable.	N/A
	Easement of support and retaining wall controls.	Not Applicable.	N/A
<b>1.2</b>	<b>Services</b>		
	Standard conditions shall be imposed with regard to the servicing of the site for the proposal.		Yes
<b>1.3</b>	<b>Drainage</b>		
	Council's Development Engineer has reviewed the proposal and advised that the proposed development is acceptable subject to conditions.		Yes
<b>2</b>	<b>Roads and Access</b>		
<b>2.4</b>	<b>Vehicular Crossings, Splay Corners, &amp; Kerb &amp; Guttering</b>		
	VC to be reconstructed if in poor condition, damaged or design doesn't comply	Standard conditions to be imposed for VCs.	To be conditioned
	Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc. or condition their relocation	Council's Tree Management Officer has reviewed the Arborist Report and raised no objections to the removal of trees to accommodate the new VCs subject to conditions.	Yes, subject to conditions
	Corner sites VC to be min. 6m from the tangent point	The subject site is a corner allotment having frontage to Pavesi Street, Sturt Street and McCredie Road.  All VCs are located greater than 6m from the tangent point.	Yes
	Corner sites require 4m x 4m (commercial) and 6m x 6m (industrial) splay corner to be dedicated	6m x 6m splay required to the corner of Sturt Street with McCredie Road and Pavesi Street.	Yes
<b>2.7</b>	<b>Guidelines For Road Widening, Road Closures And Splay Corners in and Adjacent to Residential R4 Zones</b>		
	Refer to maps in Appendix K	Site not identified in Appendix K as being subject to road widening or road closures.	N/A

<b>3</b>	<b>Car Parking</b>			
<b>3.1</b>	<b>Minimum Parking Spaces</b>			
<b>Warehouses (including amenities)</b>				
Control	<b>Required</b>		<b>Provided</b>	
GFA	Warehouse 1A = 23.7 (24 sp) (7,110.2m <sup>2</sup> / 300m <sup>2</sup> )	Office 1A = 16.5 (17 sp) (661.9m <sup>2</sup> / 40m <sup>2</sup> )	Car park for <u>Warehouse 1A &amp; 1C</u> = 81 spaces (including 2 accessible spaces)	Yes – the proposal provides 20 car spaces above the minimum parking required.
1 space per 300m <sup>2</sup>	Warehouse 1B = 12.6 (13 sp) (3,798.3m <sup>2</sup> / 300m <sup>2</sup> )	Office 1B = 9.4 (10 sp) (378.1m <sup>2</sup> / 40m <sup>2</sup> )	Car park for <u>Warehouse 1B &amp; 1D</u> = 45 spaces (including 2 accessible spaces)	
+GFA for Offices	Warehouse 1C = 18.6 (19 sp) (5,572.2m <sup>2</sup> / 300m <sup>2</sup> )	Office 1C = 9.2 (10 sp) (369.4m <sup>2</sup> / 40m <sup>2</sup> )	Car park for <u>Warehouse 2A &amp; 2C</u> = 73 spaces (including 2 accessible spaces)	
1 space per 40m <sup>2</sup>	Warehouse 1D = 17.7 (18 sp) (5,332.4m <sup>2</sup> / 300m <sup>2</sup> )	Office 1D = 9.8 (10 sp) (392.3m <sup>2</sup> / 40m <sup>2</sup> )	Car park for <u>Warehouse 2B &amp; 2D</u> = 54 spaces (including 2 accessible spaces)	
	Warehouse 2A = 18.9 (19 sp) (5,698.6m <sup>2</sup> / 300m <sup>2</sup> )	Office 2A = 8.6 (9 sp) (345.4m <sup>2</sup> / 40m <sup>2</sup> )	<b>Total = 253 parking spaces (including 8 accessible spaces)</b>	
	Warehouse 2B = 14.3 (15 sp) (4,312.1m <sup>2</sup> / 300m <sup>2</sup> )	Office 2B = 10.2 (11 sp) (410.9m <sup>2</sup> / 40m <sup>2</sup> )		
	Warehouse 2C = 18.9 (19 sp) (5,695m <sup>2</sup> / 300m <sup>2</sup> )	Office 2C = 12.3 (13 sp) (492.8m <sup>2</sup> / 40m <sup>2</sup> )		
	Warehouse 2D = 14.3 (15 sp) (4,313.2m <sup>2</sup> / 300m <sup>2</sup> )	Office 2D = 10.8 (11 sp) (435.4m <sup>2</sup> / 40m <sup>2</sup> )		
	<b>= 142 spaces</b>		<b>= 91 spaces</b>	
<b>Total required</b>	<b>233 spaces</b>			
<b>3.3</b>	<b>Dimensions &amp; Gradient</b>			
	Council's Development and Traffic Engineer has reviewed the vehicular access points and driveways and raise no objections with the design subject to the imposition of conditions.			Yes
<b>3.6</b>	<b>Parking for the Disabled</b>			
	2 spaces per 100 spaces up to 400, and 1 per 100 thereafter, or part thereof.	Total parking spaces provided = 253  8 accessible parking spaces provided		Yes
<b>4</b>	<b>Tree and Landscape Works</b>			
	Council's Tree Management Officer has reviewed the Arborist Report and raised no objections to the removal of trees to accommodate the new VCs and building envelopes subject to conditions.			Yes
<b>5</b>	<b>Biodiversity</b>		There is no evidence of terrestrial biodiversity on the site.	Yes
<b>6</b>	<b>Soil Management</b>			
<b>6.1</b>	<b>Cut &amp; Fill and Retaining Walls</b>			
	Generally <1m in height (If >1m, engineering detail to be provided)	Standard condition of consent to be imposed regarding engineering detail to be provided at CC stage related to retaining walls.		Yes

6.3	<b>Erosion and Sediment Control</b>	An erosion and sediment control plan has been submitted with the application, which has been considered acceptable by Council's Environmental Health Officer.	Yes
7	<b>Stormwater Management</b>		
7.4	<b>Stormwater Management – Easements</b>	The subject site is not burdened by existing easements.	N/A
8	<b>Flood Prone Land</b>		
	The site is identified as a flood control lot affected by the 1% Annual Exceedance Probability (AEP) flood. The proposed building levels meet flood planning requirements of the 1% AEP flood plus 500mm, noting that bunding to driveways on Pavesi Street will be required.  Council's Development Engineer has reviewed the application in the context of flood planning and stormwater management, and raises no concerns.		Yes
9	<b>Managing External Road Noise &amp; Vibration</b>		
	Not Applicable.		N/A
10	<b>Safety and Security</b>		
	Safety and security has been maintained to an acceptable level.		Yes
11	<b>Waste Management</b>		
	Council's Waste Management Officer has reviewed the proposal and considers the waste areas during the operational stage acceptable.		Yes
12	<b>Services</b>		
	Standard conditions shall be imposed with regard to the servicing of the site for the proposal.		Yes, with Condition
<b>Part D – Industrial Development</b>			
1	<b>Subdivision</b>		
	Where lot size $\geq$ 1200sqm, min. lot frontage of 24m and min. depth of 45m.	Not Applicable.	N/A
	Where lot size is $<$ 1200sqm, min. lot frontage of 20m and min. depth of 20m.	Not Applicable.	N/A
	Corner allotments shall have a min. width of 28m to both frontages with 6m cutoff for splay purposes.	Not Applicable.	N/A
	Battle-axe allotment controls.	Not Applicable.	N/A
2	<b>Design Guidelines</b>		
2.1	<b>Site Area, Frontage and Gross Floor Area</b>		
	Provide, where possible, a min. street frontage of 24m.	A site has as street frontage in excess of 24m to Pavesi Street, Sturt Street and McCredie Road.	Yes
	Food and drink premises in Zone IN1 & IN2 shall be limited to 300sqm.	Not Applicable.	N/A
2.2	<b>Site Layout</b>		
	Buildings shall be located to reinforce the streetscape.	The buildings have been designed to reinforce the streetscape to all street frontages with respect to setbacks.	Yes
	Where in close proximity to residential areas, industrial developments shall be designed to maintain amenity. Consideration shall be given to overshadowing, overlooking, lighting, dust, noise and fumes.	The subject site is surrounded by industrial land uses.	N/A
	Offices shall address and activate the street/s.	Offices and entries address street frontages and common vehicular access areas.	Yes
	All warehouse/factory functions, car parking, maneuvering areas and loading and unloading facilities within the site.	All warehouse functions, car parking, maneuvering areas and loading and unloading facilities are located within the site.	Yes
	Where a site adjoins a non-industrial use other than residential, side and rear setbacks shall be min, 4m.	Not Applicable.	N/A

<b>2.3</b>	<b>Amenity Impacts on Nearby and Adjoining Zones</b>		
	The design of the proposed warehouses is considered to maintain an appropriate level of amenity for the industrial development within the vicinity of the site.		Yes
<b>2.4</b>	<b>Building Design and Appearance</b>		
	The appearance of the development is considered acceptable as seen from the public domain.		Yes
<b>2.5</b>	<b>Setbacks</b>		
	Landscape all front setbacks to provide a high quality street presence.	Landscaping provided to all street frontages.	Yes
	Front setback areas shall not be used for storage, display of goods, excessive signage, loading / unloading or large areas of car parking.	Car parking, hardstand area, signage, and portions of Office 1A, 1C and 2A are located within the 15m front setback area of all street frontages.  A 6m landscape zone is provided to all street frontages adjacent to the car parking and hardstand areas, and comprises of tree planting and shrubs to assist in visually softening the appearance of excessive hardstand and built form when viewed from the street. The vegetation selected for this area is consistent with the landscaped character of the area and is of appropriate mature heights to ensure that adequate sight lines are provided for vehicular safety.  Encroachment within the front setback is limited to small sections of Buildings 1A, 1C and 2A only and the remaining building footprint is well within the 15 front setback line. These small encroachment add to the overall articulation of the building and adding to the visual interest.  The 2 pylon business identification signs are also located within the front setback. However their corner location is considered acceptable as they are not visually dominating and serve the building identification purpose.  Areas dedicated for maneuvering for trucks are located behind landscaped area / 15m front setback area.	Non-compliant – however considered acceptable.
	Proportionally increase any setbacks between the development and adjoining residential developments relative to the height of the development.	Not Applicable.	N/A
	Min. 1m setback is required to at least one side boundary.	East = Min. 11m	Yes
	Where basement parking extends beyond the building envelope, a minimum soil depth of 1m is required.	Not Applicable.	N/A
	Landscape setbacks shall be free from overhangs, paths, ramps, signs, parking and advertising structures.	Front landscape setback contains parking, signage and portions of the offices (as stated above), and	No - Acceptable

		however is considered acceptable as the landscape treatment proposed adequately softens the visual impact of the parking spaces, hard stand and built form when viewed from the street.	
	Ensure that setbacks for new development on corner sites are consistent with setback requirements for each particular street.	The site is located within the Smithfield Industrial area (west of Fairfield Road), and as such a minimum 15m setback is required to all streets.	No - Acceptable
	In locations where a 30.5 metre or 15 metre building line to the principal street frontage of a corner lot is required, maintain minimum requirements for the secondary frontage. However, car parking and access driveways may be located in part of the setback to the secondary frontage, provided a 6 metre wide landscaped strip is provided along the public road.	<p>Office 1A, 1C, 2A and 2C are located within the required 15m front setback area.</p> <p>The design of portion of the Office 1A and 2C which encroach within the required front setback area, provides a degree of articulation which assists in alleviating the bulk and scale of the development when viewed from the corner.</p> <p>In addition, the location of Office 1C &amp; 2A within the front setback area is considered to contribute to façade articulation along Sturt Street and provide for visual interest whilst also clearly identifying the central truck access for the internal warehouses.</p> <p>With the exception of the offices, the proposal provides for adequate building setbacks for all warehouses, within a landscape setting and presents a built form compatible with the existing and desired character of industrial development within the area.</p> <p>Car parking are located behind the 6m landscaped setback to all street frontages.</p>	No - Acceptable
	In locations where less than 15 metre building line is required to the principal street frontage, provide a minimum building line of 4.5 metres to the secondary frontage. (In certain circumstances Council may accept parking within this 4.5 metre setback as long as not less than a 2 metre wide landscaping strip is maintained).	A minimum 15m building line is required to the principal street frontage for the site.	N/A
	Pad mount substations may be within front setback but must be setback 7.5m from the road, should be suitably screened with landscaping. Council's preference is for the pad mount substation to be to the rear of buildings.	<p>Three (3) padmount substations are proposed within the front landscape area along Sturt St.</p> <p>Substation 1 in front of Warehouse 1C is setback 1.2m from the front boundary.</p>	No – acceptable, as substations will be easily accessible from the street frontages and clear of

		<p>Substation 2 in front of Warehouse 2C is setback 1.2m from the front boundary.</p> <p>Substation 3 in front of Warehouse 2D is setback 1.5m from the front boundary.</p> <p>The substation is also to be above the flood level – <b>to be conditioned.</b></p>	paths of travel.
	<p>Setbacks for specific street frontages.</p> <p><b>Required:</b> Smithfield Industrial area (west of Fairfield Road), = 15m</p>	<p>Warehouse 1B = 39.3m (McCredie Rd)</p> <p>Office 1B = 17.3m</p> <p>Warehouse 1A = 40.1m (McCredie Rd) &amp; 21.1m (Sturt St)</p> <p>Office 1A = 7.1m (McCredie Rd) &amp; 19.6m (Sturt St)</p> <p>Warehouse 1C = 19.3m (Sturt St)</p> <p>Office 1C = Min. 7.8m (Sturt St)</p> <p>Warehouse 2A = 21.2m (Sturt St)</p> <p>Office 2A = Min. 8.5m (Sturt St)</p> <p>Warehouse 2C = 19.8m (Sturt St) &amp; 41.2m (Pavesi St)</p> <p>Office 2C = 13.8m (Sturt St) &amp; 23.9m (Pavesi St)</p> <p>Warehouse 2D = 41.8m</p> <p>Office 2D = 26.9m</p>	No – Design of buildings within the required front setback area are acceptable as outlined above.
<b>2.6</b>	<b>Parking and Vehicular Access</b>		
	For major industrial undertakings, provide at least one courier space.	Surplus parking provided. One space is capable of being utilised as a courier space.	Yes
	Integrate parking into the site planning with high quality landscaping.	Parking is sited within a landscaped setting.	Yes
	Suitably cover car parking areas with canopy trees.	Landscaping surrounding car parking spaces acceptable.	Yes
	Tandem parking will not be accepted for new developments.	Tandem parking is not proposed.	N/A
	Permit only limited visitor & disabled car parking (max. 50% of street frontage) within the front setback, where the front setback equals or exceeds 15m (excluding multi-unit industrial development).	<p>Maneuvering for the car parks are located behind the 15m front setback area.</p> <p>Car parking provided within the front setback area is considered acceptable as discussed above.</p>	<p>Yes</p> <p>No - Acceptable</p>
	Provide all loading and unloading facilities and the majority of car parking to the rear / side of the development (excluding multi-unit industrial development).	<p>Loading docks of Warehouses 1C, 1D, 2A and 2B are internal to the site.</p> <p>Loading docks of Warehouse 1A and 1B face McCredie Road and are located behind the front setback area.</p> <p>Loading docks of Warehouse 2C and 2D face Pavesi Street and area</p>	<p>No – Acceptable.</p> <p>The subject site is a corner allotment, and as such vehicular access and movement is designed to</p>

	located behind the front setback area.	be direct from the street frontages. The loading docks are well located behind the front setback area and supported.
Car parking and loading areas are not permitted within the front setback of multi-unit industrial development.	Car parking proposed within front setback area.  All loading areas are located behind the front setback area.	No – Acceptable as car parking is provided behind the 6m landscape zone.
All parking areas shall be readily accessible and useable.	All parking areas are readily accessible and useable.	Yes
Vehicular crossings shall be maintained to a max. width of 8m.	The vehicular crossing for the trucks is 10m wide.  The vehicular crossing for cars is 6m wide.	No – Council's Traffic Engineer is satisfied with the VCs proposed.
Locate driveways on side or rear road frontages where available.	All vehicular access is provided from McCredie Road, Sturt Street and Pavesi Street.	Yes
All vehicles shall enter and exit the site in a forward direction.	Standard Condition of Consent.	Yes, with Condition
Do not locate driveways off an arterial road, unless no option is available.	Not Applicable.	N/A
Entry gates shall be designed to all the largest vehicle to enter the site, without blocking the footpath when the gate is closed.	Fencing is proposed to the front boundary of the site. No gates are proposed.  A condition relating to use is imposed outlining that should a boom gate be proposed, it is to not cause queuing on street frontages.	Yes
Provide separation between parking and loading / unloading areas.	Separation between parking and loading / unloading areas has been maintained.	Yes
For small factories and factory units, provide one small truck bay for each factory / factory unit.	Not Applicable.	N/A
All garbage collection shall be carried out wholly within the site.	Bin storage provided for each tenancy within respective warehouse.	Yes
Service areas shall not be located adjacent to non-industrial adjoining uses.	Not Applicable.	N/A
Large expanses of plain concrete and stenciled concrete are not permitted. A contrast of paving materials shall be provided.	Contrast of concrete/hardstand material utilised.	Yes
<b>2.7</b>	<b>Road Design and Construction within Industrial Zones</b>	
	Not Applicable	N/A

<b>2.8</b>	<b>Fences</b>		
	<p>Fences shall be located within the 3m width landscape frontage (between the front parking and boundary).</p> <p>The front fence shall be open (permeable) style, with a dark finish. Solid metal panel fences are not permitted.</p> <p>Max. height of 1.2m for fences in the front setback, or 2.1m for fences behind the front setback.</p> <p>Masonry elements within the front fence are limited to 1.2m high.</p>	<p>2.1m high palisade fencing is proposed to all street frontages for controlled access and security.</p> <p>Location of fencing along the front boundary is acceptable as sight lines are not obstructed and landscaping is provided behind fencing, and separating parking/loading areas.</p>	No – Acceptable.
<b>3</b>	<b>Landscaping of Industrial Sites</b>		
	<p>Min. of 10% of the site shall be landscaped. Where the site is &gt;2000m<sup>2</sup>, provide a minimum of 15% of the site.</p> <p><b>Required:</b> 15% x 79,488m<sup>2</sup> = 11,923.2m<sup>2</sup></p>	<p>Provided = 4,378.8m<sup>2</sup> (5.5%)</p> <p>The proposed landscaped area provided, although deficient in area, is comparable in area to the existing landscaped area on site and is supported as it meets the objectives of landscaping of industrial sites.</p> <p>Landscaping provided for the development has been designed to incorporate a variety of trees, shrubs, grasses, ground covers, accents, turf and decorative gravel, which is consistent with the prevailing landscape pattern for industrial development within the area.</p> <p>In addition, the landscape design demarcates the public and private domain, breaking up large expanses of hardstand areas.</p> <p>Furthermore, the proposed landscape treatment of the front setback area is considered to be compatible with that of the existing streetscape and provides adequate visual softening of the building, and aesthetic and environmental amenity.</p>	No – Acceptable.
<b>4</b>	<b>Retail &amp; Commercial Uses in Industrial Zones</b>		
	<p>In the General Industrial IN1 and the Light Industrial IN2 zones, Council will only permit business and office premises and non-retail showrooms which:</p> <ol style="list-style-type: none"> <li>are ordinarily incidental or subsidiary to and situated on the same land as an industry ;</li> <li>cover no more than 20% of the gross floor area of the industrial building; and</li> <li>provide no retailing or over-the-counter sales.</li> </ol> <p><b>Max.:</b> <b>Warehouse</b> – 20% x 41,831m<sup>2</sup> = 8,366.2m<sup>2</sup></p>	<p>The office areas are subsidiary to the warehouse use.</p> <p>Office areas proposed = 3,874m<sup>2</sup></p>	Yes
	<p>The Council, under normal circumstances, restricts the hours of industrial operations to the hours of 7.00am to</p>	<p>The proposed development seeks 24 hours a day, 7 days a week operation.</p>	Yes, with <b>Condition permitting</b>

	7.00pm, Monday to Friday; 7.00am to 12 noon, Saturday and no work on Sunday.	The subject site is surrounded by industrial zoned land, with the nearest residential properties being located approximately 160m away.  The development application was referred to Council's Environmental Health Officer for review and comment. Council's Environmental Health Officer reviewed the revised Acoustic Report and recommends that a 12 month trial period be imposed for 24 hour operation. At the end of the 12 month period, the applicant may choose to lodge a further application for continued 24 hours operation. If Council has not received any complaints than development consent may be granted for 24 operation thereafter. If any significant complaints are received during the 12 month trial period then an acoustic report will need to be prepared and new measures implemented to support the continued 24 hour operation, or the premises will need to operate in accordance with the hours of operation for industrial premises in Part D of Holroyd DCP.	<b>24 hour operation on a 12 month trial basis</b>
	The Council, under normal circumstances, restricts the hours of retail trade in industrial zones to the hours of 7.00am to 8.00pm, Monday to Saturday and 7.00am to 2.00pm on Sunday.	Not Applicable.	N/A
	An acoustic report is required, where activities are proposed outside of Council's standard hours of operation.	As noted above.	Yes – Council's EHU Officer has reviewed the Report and advised that noise associated with the 24 hour operations is acceptable on a trial basis.
<b>5</b>	<b>Pollution Control</b>		
	Council's Environmental Health Officer raises no concerns, subject to conditions.		Yes
<b>7</b>	<b>Prospect Creek</b>		
	In addition to the requirements for land within the Environmental Conservation zone and the local clauses of the HLEP 2013, such land shall not be used for the erection or use of any building or the carrying out or use of any work other than for landscaping, bush fire hazard reduction, subdivision, drainage or installation of underground utility services. Further	The subject site does not adjoin E2 zoned land.	N/A

	details can be gained by contacting officers of Council's Environmental and Planning Services.		
9	<b>Yennora Distribution Park</b>		
	Not Applicable.		N/A
<b>Part E – Public Participation</b>			
	The proposal was not required to be notified in accordance with Part E of HDCP 2013.		
<b>PART F – Advertising and Signage</b>			
4	<b>Signs in Industrial Zones</b>		
	Advertising signs and banners must be located behind any building line, except business identification signs, logos and trademarks.	Advertising is not proposed.	N/A
	Wall signs, for single occupier buildings, must not exceed one per street frontage.	<p>The subject site has 3 street frontages and the proposal comprises of 8 tenancies. Two (2) wall signs are proposed for each tenancy.</p> <p>Wall signs proposed to each street frontage are as follows:</p> <p>McCredie Road = 2</p> <ul style="list-style-type: none"> <li>• 1 per Warehouse 1A &amp; 1B</li> </ul> <p>Sturt Street = 4</p> <ul style="list-style-type: none"> <li>• 1 per Warehouse 1A, 1C, 2A &amp; 2C</li> </ul> <p>Pavesi Street = 2</p> <ul style="list-style-type: none"> <li>• 1 per Warehouse 2C &amp; 2D</li> </ul>	<p>No – Acceptable, as the corner tenancies have dual aspect and provide for more than 1 wall sign per street frontage so visitors can easily identify the individual tenancies from each street.</p>
	Wall signs, for single occupier buildings, must not exceed one-third of the length of the wall.	<p>Each wall sign is 16m<sup>2</sup> in size</p> <ul style="list-style-type: none"> <li>• 2m (h) x 8m (w)</li> </ul> <p>Each wall sign is less than one-third of the respective wall length.</p>	Yes
	Business identification signs, for single occupier buildings, must not exceed one per site, with a dimension of 0.5m x 1.5m, with a max. height above the NGL of 1.5m.	Wall sign proposed.	N/A
	Wall signs, for factory unit development, must not exceed one per occupancy, on the façade of the unit. The signage must be appropriate to the context of existing signage.	<p>2 wall signs proposed for each tenancy.</p> <p>The corner tenancies have dual aspect and provide for more than 1 wall sign per street frontage so visitors can easily identify the individual tenancies from each street. The internal facing tenancies comprise of 1 wall sign facing the street, and 1 wall sign facing the internal driveway.</p>	No – Acceptable.
	Directory boards, for factory unit development, must not exceed one per unit, be of a single background colour, with dimensions consistent with an area of 0.2m <sup>2</sup> per occupancy.	Directory board not proposed	N/A
	Directory boards, for factory unit development must be located:-		N/A
	<ul style="list-style-type: none"> <li>• At least 3m from the front property boundary.</li> <li>• 1m from the edge of any driveway.</li> <li>• To ensure sight lines of vehicles are not impeded.</li> </ul>		

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	<ul style="list-style-type: none"><li>• Either on or behind the building line setback adjacent to the entrance to the site, or within the building line setback, if forming part of an approved landscaping plan.</li></ul>		
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