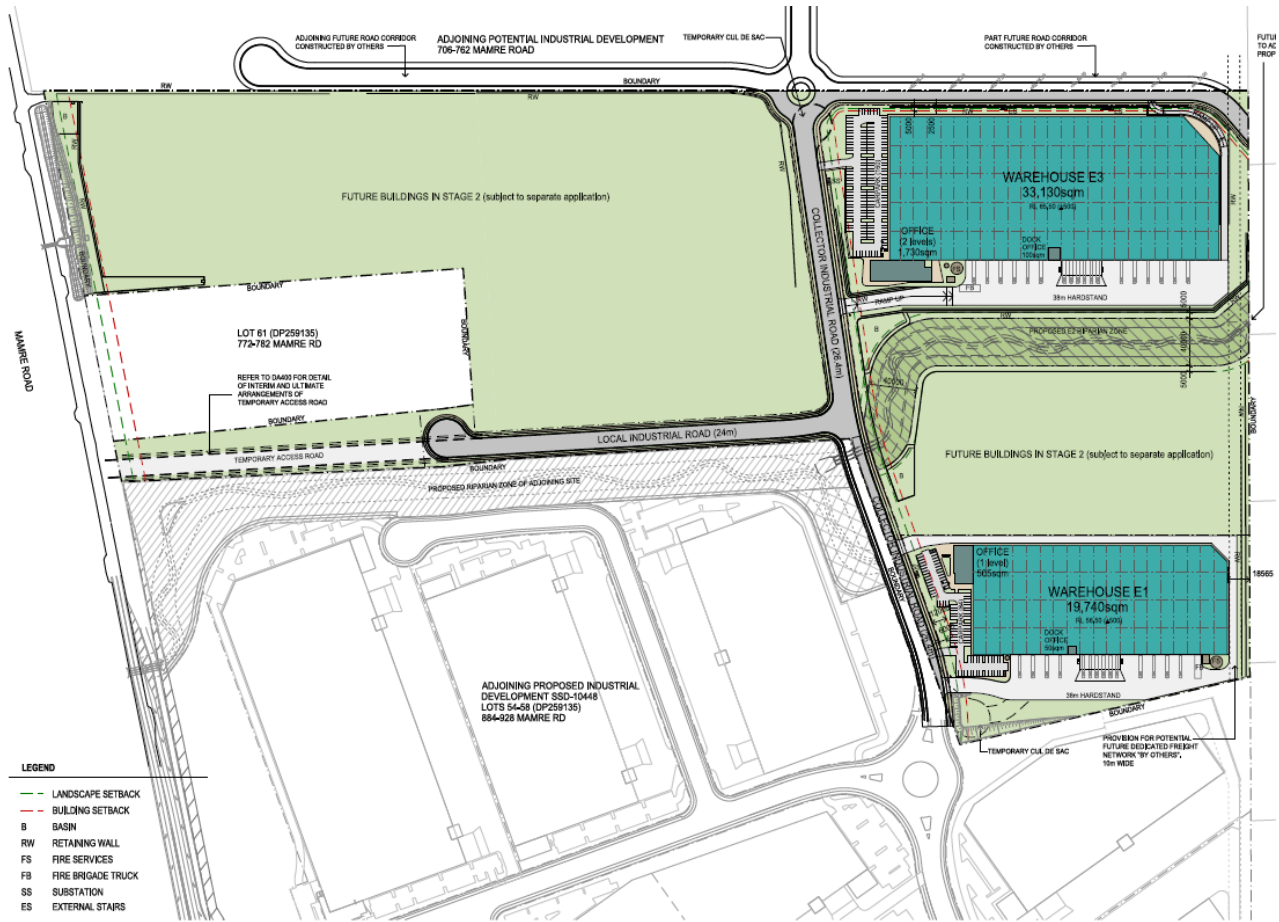


MAMRE ROAD DEVELOPMENT CONTROL PLAN

GPT Yiribana Logistics Estate - Compliance Assessment

Urbis has been engaged by GPT Property to conduct a compliance assessment of the proposed Site Layout Plan for GPT Yiribana Logistics Estate (YLE), against the Mamre Road Precinct Development Control Plan (DCP). The Site Layout Plan was finalised by SPA Architects in June 2022 (see Figure 1).

Figure 1 GPT Site Layout Plan



Source: SBA Architects

The Draft Mamre Road DCP was placed on public exhibition in early November 2020 and was exhibited until Monday 7 December 2020, which the Environmental Impact Statement (EIS) for SSD-10272349 was assessed against. The Mamre Road DCP was finalised and released in November 2021 and is the principal DCP for the site. The following table addresses the proposed developments compliance with the adopted Mamre Road DCP.

Table 1 MRP DCP Compliance Table

Provision	Proposal	Compliance
Section 2: Precinct Planning Outcomes		
2.1 Mamre Road Precinct Structure Plan		
<p>(1) <i>Development applications are to be generally consistent with the Precinct Structure Plan (Figure 2), the water cycle management strategy and local road network strategy.</i></p>	<p>The Site Layout Plan is consistent with the Precinct Structure Plan as it provides industrial uses across the site in a precinct earmarked for industrial uses.</p> <p>The Site Layout Plan adopts the local road network strategy for the Precinct including the Mamre Road widening, space to accommodate the potential integrated freight network and high order road that transects the site.</p>	Yes
<p>(2) <i>The consent authority will consider the extent to which the proposed development is consistent with the Structure Plan, including cumulative and precedent implications on existing and planned infrastructure, and services and amenities provision.</i></p>	<p>The Site Layout Plan is generally consistent with the Structure Plan except for the proposed realigned E2 environmental corridor. It is considered that the realigned corridor will result in an improved planning and environmental outcome as it will connect to the proposed realignment located within the southern of the site as part of the neighbouring SSD-10448.</p> <p>The E2 corridor will also meets the 40m width requirement which was agreed through consultation with NRAR and DPE.</p> <p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial. There is no longer a requirement to establish a riparian corridor within the site.</p>	Generally compliant
<p>(3) <i>Proposed variations to the general arrangement of the Structure Plan must be consistent with the Precinct Vision, to the satisfaction of the consent authority.</i></p>	<p>The proposed variation to the general arrangement of the Structure Plan has been justified in Section 6.1.7 of the EIS. The proposed realigned environmental corridor maintains consistency with the Precinct Vision as it will be landscaped to contribute to</p>	Yes

Provision	Proposal	Compliance
	the required tree canopy targets and implement the blue and green grid.	
2.2.2 Biodiversity Certification		
(1) <i>Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.</i>	Warehouse buildings have been sited to avoid adverse impacts on the proposed realigned environmental corridor. Building heights have been limited so to minimise overshadowing onto the environmental corridor.	Yes
(2) <i>Development located on land that has the potential to impact biodiversity prior to the approval of the CPCP is to be accompanied by a Biodiversity Development Assessment Report.</i>	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.	N/A
(3) <i>Where development is proposed to impact on an area of native vegetation, it shall be demonstrated that no reasonable alternative is available and suitable ameliorative measures are proposed (e.g. weed management, rehabilitation, nest boxes).</i>	The proposal involves the removal of 1.16ha of native vegetation (representing 3% of the site). Site clearing is required as part of site preparation works for the estate. It is proposed to re-vegetate the estate with native flora species as part of the estate-wide indicative landscape masterplan and Stage 1 landscaping. An updated Vegetation Management Plan (VMP) has been prepared for the site including the proposed environmental corridor and is provided at Appendix P of the Submissions Report.	Yes
(4) <i>A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.</i>	A Weed Eradication and Management Plan is submitted at Appendix N of the Submissions Report.	Yes
2.2.3 Biodiversity Conservation and Management		
Environmental Conservation and Recreation Zones – Blue-Green Network (1) <i>Minimise clearing of native vegetation within the blue-green network, which comprises land zoned E2 Environmental</i>	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental	N/A

Provision	Proposal	Compliance
<p><i>Conservation, RE1 Public Recreation, RE2 Private Recreation and riparian corridors. Note: Clause 33K of WSEA SEPP also applies.</i></p>	<p>Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p>	
<p><i>(2) No clearing of native vegetation shall occur within the Precinct on land zoned Environmental Conservation (E2), Public Recreation (RE1), and Private Recreation (RE2) without having regard to the Biodiversity Conservation Act 2016.</i></p>	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p>	N/A
<p><i>(3) A Vegetation Management Plan (VMP) for the rehabilitation and conservation of native vegetation is to be prepared by a suitably qualified expert for land within the blue-green network.</i></p>	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p> <p>Nevertheless, an E2 riparian corridor has been included as part of the proposal and a VMP has been prepared to guide the revegetation and management of the E2 riparian corridor.</p>	Yes
<p><i>(4) A Threatened Species Assessment is to be undertaken for development applications on land within 500m of an E2 Environmental Conservation zone to determine the presence of threatened species or their habitat. Building setbacks for grey-headed flying fox and raptors are required, if present on or adjacent to the development site, are outlined in Table 3.</i></p>	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p> <p>As the site has been bio-certified, no further biodiversity related assessment is required.</p>	N/A
<p><i>(5) Bushfire Asset Protection Zones (APZs), stormwater detention basins, and roads are to be located wholly within land zoned IN1 General Industrial and avoid the blue-green network.</i></p>	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p>	N/A

Provision	Proposal	Compliance
<p>General Biodiversity Management</p> <p>(6) <i>Avoid impacts on habitat features which provide essential habitat for threatened species and other fauna including large trees including dead trees at (>50cm trunk diameter at breast height) and avoid impacts to soil within the dripline of the retained trees.</i></p>	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p> <p>Mitigation measure to minimise impacts on fauna during the construction phase are outlined in the VMP.</p>	Yes
<p>(7) <i>Any mature native tree removed is to be replaced by at least 2 trees selected from the Plant List (Appendix C) which would develop to a similar size at maturity.</i></p>	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p> <p>As the site has been bio-certified, no further biodiversity related assessment is required.</p> <p>MATT FREEMAN TO UPDATE VMP</p>	N/A
<p>(8) <i>Mitigation for threatened ecological communities is to be undertaken in accordance with:</i></p> <ul style="list-style-type: none"> ▪ <i>Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC; and,</i> ▪ <i>Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).</i> 	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p> <p>As the site has been bio-certified, no further biodiversity related assessment is required.</p> <p>Mitigation measures for the removal of vegetation are outlined in the VMP.</p>	Yes
<p>(9) <i>Where practical, prior to development commencing, applicants are to:</i></p> <ul style="list-style-type: none"> ▪ <i>Provide for the appropriate re-use of native plants (including but not limited to seed collection) on site</i> 	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p>	N/A

Provision	Proposal	Compliance
<i>and re-use of topsoil that contains known or potential native seed bank;</i>		
<ul style="list-style-type: none"> ▪ <i>Undertake a pre-clearance assessment for native fauna immediately prior to native vegetation clearing to ensure arboreal mammals, roosting and hollow-using birds, bats and reptiles found to be present are prevented from accessing vegetation to be cleared, and appropriately removed prior to clearing; and</i> 	This is outlined in the VMP at Appendix P of the Submissions Report.	Yes
<ul style="list-style-type: none"> ▪ <i>Native animals are to be relocated from development sites in accordance with the former Office of Environment and Heritage’s Policy on the Translocation of Threatened Fauna in NSW.</i> 	This is outlined in the VMP at Appendix P of the Submissions Report.	Yes
(10) <i>Weeds of National Significance (WONS) and weeds on the National Environmental Alert List under the National Weeds Strategy are to be managed and eradicated (refer to NSW Weed Wise for current weed identification and management approaches).</i>	This is outlined in the VMP at Appendix P of the Submissions Report.	Yes
(11) <i>Subdivision design and bulk earthworks are to consider the need to minimise weed dispersion during and after construction and promote weed eradication. A Weed Eradication and Management Plan is to be submitted with subdivision development applications.</i>	This is outlined in the VMP at Appendix P of the Submissions Report.	Yes
(12) <i>Pest control techniques implemented during and post construction are to be in accordance with regulatory requirements for chemical use and address the relevant pest control strategy and are to reduce the risk of secondary poisoning (e.g. from Pindone or second generation rodenticides).</i>	This is outlined in the VMP at Appendix P of the Submissions Report.	Yes

Provision	Proposal	Compliance
<i>(13) Vegetation to which Part 3 of State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 applies is the same vegetation that must not be ringbarked, cut down, lopped, topped, removed, injured, wilfully destroyed or cleared without a development consent or permit granted by Council.</i>	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.	N/A
<i>(14) Where high intensity lighting is necessary for site operation, safety and security, it is to be designed to avoid light spill into adjoining natural areas. Australian Standard AS 4282 or updates to that standard are to be considered as a minimum.</i>	High intensity lighting will be designed to avoid light spill into adjoining natural areas, if necessary.	Yes
<i>(15) Where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies, street lighting must be of the type that will not attract insects</i>	The site is not located within 100m of known microbat colonies.	N/A
<i>(16) Where noise adjacent to natural areas is likely to impact wildlife, the proponent must manage the timing of noise producing activities, including installing appropriate noise treatment barriers along major roads and other attenuation measures.</i>	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial. As the site has been bio-certified, no further biodiversity related assessment is required	N/A
<i>(17) Ensure appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.</i>	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial. As the site has been bio-certified, no further biodiversity related assessment is required	N/A

Provision	Proposal	Compliance
<p>(18) <i>Traffic calming measures shall be considered in all development areas adjacent to Environmental Conservation and Recreation zoned lands not subject to wildlife (including koala) exclusion fencing, such as speed humps, audible surfacing and faunal bridges.</i></p>	<p>This is outlined in the VMP at Appendix P of the Submissions Report.</p>	<p>Yes</p>
<p>(19) <i>Ensure movement of fauna is facilitated within and through wildlife corridors by:</i></p> <ul style="list-style-type: none"> ▪ <i>Ensuring that activities do not create barriers to the movement of fauna along and within wildlife corridors.</i> 	<p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.</p> <p>The VMP outlines the E2 Riparian corridor that is proposed which will serve as a wildlife corridor.</p>	<p>N/A</p>
<ul style="list-style-type: none"> ▪ <i>Separating fauna from potential construction hazards through the pre-construction and construction process.</i> 	<p>This is outlined in the VMP at Appendix P of the Submissions Report.</p>	<p>Yes</p>
<p>(20) <i>Adopt and implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).</i></p>	<p>Targeted surveys were undertaken within the subject land for the species which was not recorded.</p>	<p>N/A</p>
<p>2.3 Riparian Land</p>		
<p>(1) <i>Within a mapped riparian corridor (field-validated), as identified in Figure 2, existing native vegetation is to be retained, rehabilitated and managed in accordance with the controls below, except where clearing is required for essential infrastructure e.g. roads.</i></p>	<p>All native vegetation is proposed to be removed across the site to allow for the required bulk earthworks and essential infrastructure services.</p> <p>A Riparian Lands Assessment (Appendix O of the Submissions Report) has been prepared which assesses the existing vegetation within the riparian zone of the mapped watercourse and the proposed vegetation within the realigned watercourse.</p> <p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified -</p>	<p>Yes</p>

Provision	Proposal	Compliance
	<p>urban capable land. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial. NRAR have confirmed that the site is not waterfront land in accordance with the Water Management Act and therefore there is no longer a requirement to establish a riparian corridor within the site.</p>	
<p>(2) <i>Modifications to a natural (or historic) waterbody and waterfront land requires the approval of Natural Resources and Assessment Regulator (NRAR), including the enhancement of the ecological outcomes of the watercourse, hydrological benefits and ensure the long-term geomorphic stability of the watercourse.</i></p>	<p>NRAR has been consulted in regard to the proposed realignment of the E2 Corridor and 2nd Order stream. NRAR consider the proposed width of the stream to be acceptable. The new corridor is designed to provide enhanced ecological outcomes, refer to the Civil Drawings at Appendix H of the Submission Report for design details.</p> <p>The proposed width of the realigned E2 corridor meets the 40m width requirement which is in response to NRAR engagement and feedback.</p> <p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial. NRAR have confirmed that the site is not waterfront land in accordance with the Water Management Act and therefore there is no longer a requirement to establish a riparian corridor within the site.</p>	<p>Yes</p>
<p>(3) <i>Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian area and habitat, such as fallen debris.</i></p>	<p>The realigned 2nd Order stream will replicate the natural state and with a restored riparian area will provide for improved ecological and waterway health as discussed within the updated Riparian Lands Assessment (Appendix O of the Submissions Report).</p> <p>The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is</p>	<p>Yes</p>

Provision	Proposal	Compliance
	no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial. NRAR have confirmed that the site is not waterfront land in accordance with the Water Management Act and therefore there is no longer a requirement to establish a riparian corridor within the site.	
(4) <i>Where a development is associated with or will affect a waterway of Strahler Order 2 or higher, rehabilitation shall return that waterway to a natural state.</i>	The proposed realigned 2 nd Order Strahler Stream will be reconstructed to mimic the natural state of the waterway.	Yes
(5) <i>Waterway crossings such as bridges are to be maintained to retain ecological connectivity and water quality.</i>	The waterway is proposed to be conveyed beneath the access road to retain ecological connectivity and water quality.	Yes
(6) <i>Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian area and species movements in accordance with NSW Department of Primary Industries - Fisheries requirements to maintain fish passage.</i>	The North-South Collector Road proposed within the DCP traverses a small section of the realigned 2 nd order stream. This crossing is designed above the waterway and ensure minimal impacts to vegetated riparian areas and species movements.	Yes
(7) <i>Where development is unavoidable within riparian areas or waterfront lands, the development application shall demonstrate that potential impacts on water quality, aquatic habitat, and riparian vegetation will be negligible or offset in accordance with the vegetated riparian zone and offsetting requirements as specified NRAR Guidelines for Controlled activities on waterfront land - riparian corridors (May 2018).</i>	NRAR have confirmed that the existing 2 nd Order Stream is not identified as waterfront land. The impacts on water quality, aquatic habitat and riparian vegetation are assessed in the updated Riparian Lands Assessment at Appendix O of the Submissions Report and can be adequately offset. Furthermore, a Controlled Activity Approval is not required and the Guidelines for controlled activities on waterfront land – riparian corridors does not apply.	Yes
(8) <i>All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.</i>	NRAR have confirmed that the existing 2 nd Order Stream is not identified as waterfront land. As such, a Controlled Activity Approval is not required and the Guidelines for	Yes

Provision	Proposal	Compliance
	<p>controlled activities on waterfront land – riparian corridors does not apply.</p> <p>Nevertheless, a 5m vegetated landscape setback is proposed to either side of the realigned E2 riparian corridor. This 5m landscape setback is in addition to the 40m wide E2 riparian corridor.</p>	
<p>(9) <i>The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).</i></p>	<p>As the site is not considered waterfront land, riparian corridor is not required. Nevertheless, the proposed E2 riparian corridor will be vegetated in accordance with the updated VMP at Appendix P of the Submissions Report.</p>	Yes
<p>(10) <i>Riparian areas along Kemps Creek and Ropes Creek shall retain proteaceae shrubs providing habitat and connectivity for the Eastern Pygmy Possum <i>Cercartetus nanus</i>.</i></p>	<p>Microhabitats within the site are degraded, such that species including the Eastern Pygmy Possum are unlikely to occur.</p>	Yes
<p>(11) <i>Activities within the vegetated riparian zone, such as cycleways and paths, detention basins, stormwater management devices and essential services, must comply with the ‘riparian corridor matrix’ in the NRAR Guidelines.</i></p>	<p>NRAR have confirmed the site is not waterfront land. As such a controlled activity approval is not required and NRARs guidelines for controlled activities do not apply.</p>	Yes
<p>(12) <i>The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines</i></p>	<p>The waterway is proposed to be conveyed beneath the access road to retain ecological connectivity and water quality.</p>	Yes
<p>(13) <i>Private and public fencing should avoid intersecting across riparian corridors.</i></p>	<p>Chainwire mesh fencing is proposed on either side of the environmental corridor.</p>	Yes
<p>(14) <i>Bushfire asset protection zones should be located outside the vegetated riparian zones.</i></p>	<p>Bushfire asset protection zones are located outside of the vegetated environmental corridor.</p>	Yes
<p>(15) <i>Appropriate widths for vegetated riparian zones are dependent on the stream order in accordance with the Strahler methodology. Stream width shall be measured either in accordance with the ‘Waterfront</i></p>	<p>The enhanced environmental corridor has been designed with consideration to the DCP requirements to promote good waterway health and ecological conditions. Refer to the updated Architectural Drawings in Appendix</p>	Yes

Provision	Proposal	Compliance
<p><i>Land Tool' as developed by the NRAR, or from the top of the highest bank on both sides of the channel/watercourse. Enhancement of riparian corridors should:</i></p> <ul style="list-style-type: none"> ▪ <i>Respond to the hydrological regime of the drainage area for watercourse treatments;</i> ▪ <i>Replicate the natural watercourse through creation of a meandering channel;</i> ▪ <i>Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings;</i> ▪ <i>Minimise ongoing maintenance through channel and stream bed design;</i> ▪ <i>Establish functional riparian zones and natural stream channels;</i> ▪ <i>Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions;</i> ▪ <i>Minimise damage to channel banks and vegetation from storm flow events; and</i> ▪ <i>Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.</i> 	<p>A and the Civil Drawings at Appendix H of the Submissions Report for further detail.</p> <p>NRAR have confirmed the site is not waterfront land. The Guidelines for controlled activities on waterfront land – Riparian corridors does not apply to the site.</p>	
<p><i>(16)Where a development proposal would significantly affect Key Fish Habitat and/or threatened fish, applicants must include an Aquatic Ecological Environmental Assessment in accordance with the Fisheries Management Act 1994</i></p>	<p>The proposed development will not significantly impact Key Fish Habitat.</p>	<p>Yes</p>

Provision	Proposal	Compliance
(17) <i>Water holding structures (e.g. farm dams) more than 0.1ha in area or 3ML in volume within 3km of the approach boundary to Western Sydney Airport, are to be avoided unless appropriate wildlife strike assessment and design/maintenance controls are implemented, to ensure there is no attraction for water-favouring fowl.</i>	<p>No permanent open water holding structures (e.g. farm dams) more than 0.1ha in area or 3ML in volume are proposed.</p> <p>The Aeronautical Impact Assessment (Appendix GG of the EIS) concludes that the YLE “is unlikely to increase the potential for wildlife collisions with aircraft” and is “unlikely to impact on any future aviation developments in the area”.</p>	Yes
(18) <i>Dams proposed for retention must be subject to a geotechnical investigation to determine the safety of the structure with respect to surrounding land uses.</i>	No farm dams are proposed for retention.	Yes
(19) <i>Where development immediately abuts a riparian corridor, development shall be located and designed to minimise environmental impact to the riparian corridor. Consideration must be given to issues such as surveillance, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat.</i>	The design of the YLE, particularly Warehouse 2 and 3 is centred around the environmental corridor. Public domain areas and areas of high visitation including the ancillary offices are sited closer toward the environmental corridor to increase passive surveillance and enjoyment of the natural elements.	Yes
2.4 Integrated Water Cycle Management		
<p><i>Waterway health and Water Sensitive Urban Design</i></p> <p>(1) <i>Development applications must demonstrate compliance with the stormwater quality targets in Table 4 and the stormwater flow targets during construction and operation phases in Table 5 and Table 6 at the lot or estate scale to ensure the NSW Government’s waterway objectives (flow and water quality) for the Wianamatta-South Creek catchment are achieved (see Appendix D). Where the strategy for waterway management is assessed at an estate level, the approval should include for individual</i></p>	<p>The proposed development achieves stormwater quality targets and flow targets as outlined in Table 4 and 6.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes

Provision	Proposal	Compliance
<p><i>buildings within the estate, which may be the subject of future applications.</i></p>		
<p><i>(2) The stormwater flow targets during operation phase (Table 5) include criteria for a mean annual runoff volume (MARV) flow-related option and a flow duration-related option. Applicants must demonstrate compliance with either option.</i></p>	<p>The proposed development is consistent with the stormwater flow targets as outlined in the MRP DCP.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes
<p><i>(3) Development applications must include a Water Management Strategy (WMS) detailing the proposed Water Sensitive Urban Design (WSUD) approach, how the WMS complies with stormwater targets (i.e. MUSIC modelling), and how these measures will be implemented, including ongoing management and maintenance responsibilities. Conceptual designs of the stormwater drainage and WSUD system must be provided to illustrate the functional layout and levels of the WSUD systems to ensure the operation has been considered in site levels and layout.</i></p>	<p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p> <p>Refer to MUSIC modelling and drainage modelling in Appendix K and Appendix L respectively.</p>	Yes
<p><i>(4) The design and mix of WSUD infrastructure shall consider ongoing operation and maintenance. Development applications must include a detailed lifecycle cost assessment (including capital, operation/maintenance, and renewal costs over 30 years) and Maintenance Plan for WSUD measures.</i></p>	<p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes
<p><i>(5) WSUD infrastructure may be adopted at a range of scales (i.e. allotment, street, estate, or sub-precinct scale) to treat stormwater, integrate with the landscape and maximise evaporative losses to reduce development flow runoff. Vegetated WSUD measures,</i></p>	<p>Acceptable WSUD measures to retain stormwater within the site in accordance with Table 7 has been achieved in the proposed development.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes

Provision	Proposal	Compliance
<p><i>naturalised trunk drainage and rainwater/stormwater reuse are preferred. Acceptable WSUD measures to retain stormwater within the development footprint and subdivision are shown in Table 7.</i></p>		
<p>(6) <i>Development must not adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.</i></p>	<p>The proposed development does not adversely impact soil salinity or sodic soils. Refer to the Potential Acid Sulfate Soil Advice at Appendix DD of the EIS.</p>	<p>Yes</p>
<p>(7) <i>Infiltration of collected stormwater is generally not supported due to anticipated soil conditions in the catchment. All WSUD systems must incorporate an impervious liner unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).</i></p>	<p>Infiltration as a function of water quality management is not proposed on the development. Water management systems on the site shall be open landscaped basins, as such infiltration at rates consistent with the naturally-occurring soil may occur where water is detained for extended periods. The existing soil is largely made up of clays with a nominal hydraulic conductivity of 0.36mm/hr.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	<p>Yes</p>
<p>(8) <i>Where development is not serviced by a recycled water scheme, at least 80% of its non-potable demand is to be supplied through allotment rainwater tanks.</i></p>	<p>Refer to the updated Service Infrastructure Report at Appendix X of the EIS</p>	<p>Yes</p>
<p>(9) <i>Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall:</i></p> <ul style="list-style-type: none"> ▪ <i>Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water;</i> ▪ <i>Bring a purple pipe for recycled water to the boundary of the site, as required under Clause 33G of the WSEA SEPP. Not top up rainwater</i> 	<p>Trunk drainage is generally in accordance with the trunk drainage paths shown in Figure 4, with the trunk drainage paths within the site altered in accordance with point (14) below.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<p>tanks with recycled water unless approved by Sydney Water; and</p> <ul style="list-style-type: none"> ▪ Design recycled water reticulation to standards required by the operator of the recycled water scheme. 		
<p><i>Trunk Drainage Infrastructure</i></p> <p>(10) <i>Indicative naturalised trunk drainage paths are shown in Figure 4.</i></p>	<p>Trunk drainage is generally in accordance with the trunk drainage paths shown in Figure 4, with the trunk drainage paths within the site altered in accordance with point (14) below.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes
<p>(11) <i>Naturalised trunk drainage paths are to be provided when the:</i></p> <ul style="list-style-type: none"> ▪ <i>Contributing catchment exceeds 15ha; or</i> ▪ <i>1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019;</i> ▪ <i>unless otherwise agreed by the consent authority.</i> 	<p>Naturalised trunk drainage paths utilised within the proposed riparian corridor only. All other trunk drainage is provided by pipes/culverts in accordance with point (16) below.</p>	Yes
<p>(12) <i>The design and rehabilitation of naturalised trunk drainage paths is to be generally in accordance with NRAR requirements (refer to Section 2.3) that replicates natural Western Sydney streams. An example of a naturalised trunk drainage path is shown in Figure 3.</i></p>	<p>The proposed realigned Watercourse has been completed in consultation with NRAR.</p> <p>Refer to NRAR correspondence in Appendix U of the Submissions Report.</p>	Yes
<p>(13) <i>Naturalised trunk drainage paths shall be designed to:</i></p> <ul style="list-style-type: none"> ▪ <i>Contain the 50% AEP flows from the critical duration event in a low flow natural invert;</i> 	<p>Where naturalised trunk drainage path is provided (i.e. Riparian Area) the 50% AEP flow is contained</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes
<ul style="list-style-type: none"> ▪ <i>Convey 1% AEP flows from the critical duration event with a minimum 0.5m freeboard to</i> 	<p>Design complies. Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes

Provision	Proposal	Compliance
<p><i>applicable finished floor levels and road/driveway crossings; and</i></p>		
<ul style="list-style-type: none"> ▪ <i>Provide safe conveyance of flows up to the 1% AEP flood event.</i> 	<p>Naturalised trunk drainage paths have been designed to provide safe conveyance of flows up to the 1% AEP flood event.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes
<p>(14)Where naturalised trunk drainage paths traverse development sites, they may be realigned to suit the development footprint, provided that they:</p> <ul style="list-style-type: none"> ▪ <i>Comply with the performance requirements for flow conveyance and freeboard;</i> ▪ <i>Are designed to integrate with the formed landscape and permit safe and effective access for maintenance;</i> ▪ <i>Do not have adverse flood impacts on neighbouring properties; and</i> ▪ <i>Enter and leave the development site at the existing points of flow entry and exit.</i> 	<p>Where naturalised trunk drainage paths traverse development sites, performance requirements for flow conveyance and freeboard have been met.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes
<p>(15)Trunk drainage paths shall remain in private ownership with maintenance covenants placed over them to the satisfaction of Council (standard wording for positive covenants is available from Council). Easements will also be required to benefit upstream land.</p>	<p>Trunk drainage is proposed to be retained in ownership of GPT.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	Yes
<p>(16)Where pipes/ culverts are implemented in lieu of naturalised trunk drainage paths, they must remain on private land and not burden public roads, unless otherwise accepted by Council.</p>	<p>All pipes are being provided on private land except where connections to road drainage is required.</p> <p>Other public drainage includes the drainage culverts under the road connecting the E2 corridor to the Mirvac site to the south. All drainage in public land and connections are shown on the updated Civil Drawings and</p>	Generally compliant

Provision	Proposal	Compliance
	Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.	
(17)High vertical walls and steep batters shall be avoided. Batters shall be vegetated with a maximum batter slope 1V:4H. Where unavoidable, retaining walls shall not exceed 2.0m in cumulative height.	Retaining walls in excess of 2m are proposed outside the riparian corridor & 5m landscape setback due to the nature of existing levels on the site. Refer to updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.	Generally compliant
(18)Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.	None proposed within the Naturalised Trunk Drainage. Naturalised Trunk Drainage currently only conveys external catchments stormwater runoff.	Yes
(19)Subdivision and development are to consider the coordinated staging and delivery of naturalised trunk drainage infrastructure. Development consent will only be granted to land serviced by trunk drainage infrastructure where suitable arrangements are in place for the delivery of trunk infrastructure (to the satisfaction of the relevant Water Management Authority).	The development includes for trunk drainage infrastructure to convey external catchment stormwater. Refer to updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.	Yes
(20)Stormwater drainage infrastructure, upstream of the trunk drainage, is to be constructed by the developer of the land considered for approval.	Noted.	Yes
(21)All land identified by the Water Management Authority as performing a significant drainage function and where not specifically identified in the Contributions Plan, is to be covered by an appropriate “restriction to user” and created free of cost to the Water Management Authority.	No land has been determined as performing a significant drainage function which has not already been identified in the Contributions Plan.	Yes
(22)All proposed development submissions must clearly	Refer to the updated Flood Drawings at Appendix I of the Submissions Report.	Yes

Provision	Proposal	Compliance
<p>demonstrate via 2-dimensional flood modelling that:</p> <ul style="list-style-type: none"> ▪ <i>Overland flow paths are preserved and accommodated through the site;</i> ▪ <i>Runoff from upstream properties (post development flows) are accommodated in the trunk drainage system design;</i> ▪ <i>Any proposed change in site levels or drainage works are not to adversely impact and upstream or downstream, or cause a restriction to flows from upstream properties;</i> ▪ <i>There is no concentration of flows onto an adjoining property; and</i> ▪ <i>No flows have been diverted from their natural catchment to another.</i> 	<p>Revised MUSIC Modelling and Drainage Modelling is provided in Appendix K and Appendix L of the Submissions Report respectively.</p>	
Flood Prone Land		
<p>(1) <i>A comprehensive Flood Impact Risk Assessment (FIRA) (prepared by a qualified hydrologist and hydraulic engineer) is to be submitted with development applications on land identified as fully or partially flood affected. The FIRA should utilise Council's existing data and data arising from the Wianamatta (South) Creek Catchment Flood Study⁵ to provide an understanding of existing flooding condition and developed conditions consistent with the requirements of the NSW Flood Prone Land Policy and Floodplain Development Manual. The FIRA shall determine:</i></p> <ul style="list-style-type: none"> ▪ <i>Flood behaviour for existing and developed scenarios for the full range of flooding including the 5% Annual Exceedance Probability (AEP), 1% AEP, 0.5% AEP, 0.2% AEP and Probable Maximum Flood (PMF);</i> 	<p>Wianamatta (South) Creek Catchment Flood Study is not applicable but the FIRA is consistent with the requirements of the NSW Flood Prone Land Policy and Floodplain Development Manual.</p> <p>An updated Civil Engineering Report and Water Cycle Management Strategy is submitted at Appendix J of the Submissions Report.</p> <p>Updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.</p> <p>The site is affected by overland flow and part of the southern portion of the site is flood affected in the PMF event.</p>	Yes

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ Flood Function (floodways, flood fringe and flood storage areas); ▪ Flood Hazard; and ▪ Flood constraints, including evacuation constraints (if applicable). 		
<p>(2) The FIRA shall adequately demonstrate to the satisfaction of the consent authority that:</p> <ul style="list-style-type: none"> ▪ Development will not increase flood hazard, flood levels or risk to other properties; ▪ Development has incorporated measures to manage risk to life from flooding; ▪ For development located within the PMF, an Emergency Response Plan is in place; ▪ Structures, building materials and stormwater controls are structurally adequate to deal with PMF flow rates and velocities (including potential flood debris); ▪ Development siting and layout maintains personal safety during the full range of floods and is compatible with the flood constraints and potential risk; ▪ The impacts of sea level rise and climate change on flood behaviour has been considered; ▪ Development considers Construction of Buildings in Flood Hazard Areas and accompanying handbook developed by the Australian Building Codes Board (2012); and ▪ Fencing does not impede the flow of flood waters/overland flow paths. 	<p>Flood hazard and velocity mapping has been included in the updated Civil Engineering Report at Appendix J of the Submissions Report. The assessment shows acceptable hazard ratings and limited change in existing hazard rating.</p> <p>Velocity and flood hazard change criteria have been met.</p> <p>The site is noted to be outside of the South Creek floodplain (being at higher elevation than the South Creek PMF flood extent), however is affected by overland flow associated with the second order watercourse within the E2 corridor.</p> <p>The development sites are noted to be above the 1% AEP and PMF levels related to overland flow in the watercourse and as such this presents low hazard to the development and future occupants of the development site. If surrounding low level roadways are affected during flooding, on site refuge is available.</p> <p>The development presents low/ no risk to existing community emergency management arrangements.</p>	Yes

Provision	Proposal	Compliance
<p><i>Flood Constraints</i></p> <p>(3) <i>New development in floodways, flood fringe and/or flood storages or in high hazard areas in the 1% AEP flood event considering climate change is not permitted.</i></p>	All buildings are sited 500mm above the 1% AEP design flood level of South Creek	Yes
<p>(4) <i>Development applications are to consider the depth and nature of flood waters, whether the area forms flood storage, the nature and risk posed to the development by flood waters, the velocity of floodwaters and the speed of inundation, and whether the development lies in an area classed as a 'floodway', 'flood fringe area' or 'flood storage area'.</i></p>	Flood function not mapped for overland flowpaths through the project site.	Yes
<p><i>Subdivision</i></p> <p>(5) <i>Subdivision of land below the flood planning level will generally not be supported.</i></p>	The proposed platform levels comply with the requirement.	Yes
<p>(6) <i>Subdivision must comply with Designing safer subdivisions guidance on subdivision design in flood prone areas 2007 (Hawkesbury-Nepean Floodplain Management Steering Committee).</i></p>	The subdivision guidance relates to development on the mainstream Hawkesbury –Nepean floodplain. The project site is higher than the Kemps Ck / South Ck PMF levels.	Yes
<p><i>New Development</i></p> <p>(7) <i>Finished floor levels shall be at 0.5m above the 1% AEP flood.</i></p>	Finished floors levels are minimum 0.5m above the 1% AEP flood.	Yes
<p>(8) <i>Flood safe access and emergency egress shall be provided to all new and modified developments consistent with the local flood evacuation plan, in consultation with Council and the State Emergency Services (SES).</i></p>	Evacuation not identified as an issue of concern given the project site is higher than the Kemps Creek / South Creek PMF levels.	Yes
<p><i>Storage of Potential Pollutants</i></p> <p>(9) <i>Potential pollutants stored or detained on-site (such as on-site effluent treatment plants, pollutant stores or on-site water treatment facilities) are stored above the 1% AEP flood.</i></p>	Potential pollutants stored or detained on-site (such as on-site effluent treatment plants, pollutant stores or on-site water treatment facilities) are stored above the 1% AEP flood.	Yes

Provision	Proposal	Compliance
<p><i>stores or on-site water treatment facilities) shall be stored above the 1% AEP flood. Details must be provided as part of any development application.</i></p>	<p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p>	
<p><i>Overland Flow Flooding</i></p> <p><i>(10)Development should not obstruct overland flow paths. Development is required to demonstrate that any overland flow is maintained for the 1% AEP overland flow with consideration for failsafe of flows up to the PMF.</i></p>	<p>The proposed development does not obstruct overland flow paths.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p> <p>Refer to updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.</p>	Yes
<p><i>(11)Where existing natural streams do not exist, naturalised drainage channels are encouraged to ensure overland flows are safely conveyed via vegetated trunk drainage channels with 1% AEP capacity plus 0.5m freeboard. Any increase in peak flow must be offset using onsite stormwater detention (OSD) basins.</i></p>	<p>Noted – any increase in peak flow will be offset using onsite OSD basins.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p> <p>Refer to updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.</p>	Yes
<p><i>(12)OSD is to be accommodated on-lot, within the development site, or at the subdivision or estate level, unless otherwise provided at the catchment level to the satisfaction of the relevant consent authority.</i></p>	<p>OSD is accommodated at the estate level as part of the YLE development.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p> <p>Refer to updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.</p>	Yes
<p><i>(13) Stormwater basins are to be located above the 1% AEP.</i></p>	<p>Stormwater basins are provided above the 1% AEP.</p>	Yes
<p><i>(14)Post-development flow rates from development sites are to be the same or less than predevelopment</i></p>	<p>Post-development flow rates from development sites are same or less than predevelopment flow rates.</p>	Yes

Provision	Proposal	Compliance
<p><i>flow rates for the 50% to 1% AEP events.</i></p>	<p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p> <p>Refer to updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.</p>	
<p><i>(15) OSD must be sized to ensure no increase in 50% and 1% AEP peak storm flows at the Precinct boundary or at Mamre Road culverts. OSD design shall compensate for any local roads and/or areas within the development site that does not drain to OSD.</i></p>	<p>The proposed OSDs are sized to ensure no increase in 50% and 1% AEP peak storm flows to occur.</p> <p>Refer to the updated Civil Engineering Report Appendix J of the Submissions Report.</p> <p>Refer to updated Civil Drawings and Flood Drawings are provided in Appendix H and Appendix I of the Submissions Report.</p>	Yes
<p><i>Filling of Land At or Below the Flood Planning Level</i></p> <p><i>(16) Earthworks up to the PMF must meet the requirements of Clauses 33H and 33J of the WSEA SEPP as well as Sections 2.5 and 4.4 of this DCP.</i></p>	<p>The project site is higher than the Kemps Ck / South Creek PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<p><i>(17) Filling of floodways and/or critical flood storage areas in the 1% AEP flood will not be permitted. Filling of other land at or below the 1% AEP is also discouraged, but will be considered in exceptional circumstances where:</i></p> <ul style="list-style-type: none"> ▪ <i>The below criteria have been addressed in detail in the supporting FIRA;</i> 	<p>The project site is higher than the Kemps Creek / South Creek PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>The purpose for which the filling is to be undertaken is adequately justified;</i> 	<p>The project site is higher than the Kemps Creek / South Creek PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Flood levels are not increased by more than 10mm on surrounding properties;</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>Downstream velocities are not increased by more than 10%;</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>Flows are not redistributed by more than 15%;</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>The cumulative effects of filling proposals are fully assessed over the floodplain;</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>There are alternative opportunities for flood storage;</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>The development potential of surrounding properties is not adversely affected;</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the</p>	N/A

Provision	Proposal	Compliance
	1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study. The criteria are not applicable.	
<ul style="list-style-type: none"> ▪ <i>The flood liability of buildings on surrounding properties is not increased;</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>No local drainage flow/runoff problems are created; and</i> 	<p>The project site is higher than the Kemps Ck / South Ck PMF levels and accordingly no development is proposed in mainstream floodways or critical flood storage areas in the 1% AEP as mapped in the 2020 Wianamatta (South) Creek Catchment Flood Study.</p> <p>The criteria are not applicable.</p>	N/A
<ul style="list-style-type: none"> ▪ <i>The filling does not occur within the drip line of existing trees.</i> 	This criteria is not applicable.	N/A
2.4 Aboriginal Heritage		
(1) <i>Sites of known Aboriginal Heritage and areas of high and moderate–high Aboriginal archaeological potential, as identified in the Mamre Road Aboriginal Heritage Study (EMM Consulting 2020), are shown in Figure 5.</i>	Figure 5 identifies sites of Known Aboriginal Heritage and areas of high and moderate–high Aboriginal Potential across the southern part of the site. These areas have been re-assessed as part of the archaeological investigations.	Noted.
(2) <i>Any development application within land that contains a known Aboriginal cultural heritage site and/or areas of moderate and moderate–high archaeological potential (refer Figure 5) must consider and comply with the requirements of the NPW Act and related guidelines. An Aboriginal Cultural Heritage Assessment in accordance with Heritage NSW guidelines (e.g. Code of Practice for Archaeological Investigation of Aboriginal Cultural Heritage</i>	An ACHAR has been prepared to support the SSD, refer to Appendix U of the EIS. The findings of the ACHAR are provided in Section 6.1.5 of the EIS. It is noted that no registered Aboriginal sites are located within the subject site, however the site is considered archaeologically significant.	Yes

Provision	Proposal	Compliance
<p><i>Consultation Requirements for Proponents 2010) shall be completed to inform future assessment and approval requirements for the activity (if any).</i></p>		
<p>(3) <i>In order to ensure that a person undertaking any development or activities on land does not harm Aboriginal objects, development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).</i></p>	<p>An ACHAR has been prepared to support the SSD, refer to Appendix U of the EIS. The findings of the ACHAR are provided in Section 6.1.5 of the EIS.</p> <p>The ACHAR identifies a methodology for the repatriation of artefacts to 'Country'.</p> <p>It is noted that no registered Aboriginal sites are located within the subject site, however the site is considered archaeologically significant.</p>	Yes
<p>(4) <i>Ground disturbance proposed in areas where cultural material has not been identified and/or is considered of low potential to occur is to be subject to a due diligence investigation consistent with best practice guidelines (e.g. Due Diligence Code of Practise for the Protection of Aboriginal Objects in NSW). The findings of the due diligence should guide future assessment and approval requirements for the activity (if any).</i></p>	<p>Refer to the ACHAR at Appendix U of the EIS.</p>	Yes
<p>(5) <i>Developments or other activities that will impact on Aboriginal heritage may require consent under the NPW Act, such as an Aboriginal Heritage Impact Permit, from Heritage NSW and consultation with the relevant Aboriginal communities.</i></p>	<p>All AHIMS within the vicinity of the site have received consent from the Heritage NSW for prior developments. Refer to the ACHAR at Appendix U of the EIS.</p>	Yes
<p>(6) <i>Where the necessary consents have already been obtained from Heritage NSW, the development application must demonstrate that the development will be undertaken in accordance with any requirements of that consent.</i></p>	<p>All AHIMS within the vicinity of the site have received consent from the Heritage NSW for prior developments. Refer to the ACHAR at Appendix U of the EIS.</p>	Yes

Provision	Proposal	Compliance
2.7 Non-Aboriginal Heritage		
<p>(1) A Heritage Impact Statement shall be lodged with a development application for subdivision, buildings or works in the vicinity of heritage items listed under the WSEA SEPP and identified in Figure 6, including development that:</p> <ul style="list-style-type: none"> ▪ <i>May have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing; or</i> ▪ <i>May undermine or otherwise cause physical damage to a heritage item; or</i> ▪ <i>Will otherwise have any adverse impact on the heritage significance of a heritage item within which it is situated. All existing native vegetation is to be retained and rehabilitated, except where clearing is required for essential infrastructure such as roads.</i> 	<p>The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.</p>	<p>Yes</p>
<p>(2) Subdivision applications shall define an appropriate setting or curtilage for the heritage building as part of the Heritage Impact Statement or Conservation Management Plan.</p>	<p>The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.</p>	<p>Yes</p>
<p>(3) In determining the curtilage of a heritage building, consideration is to be given to:</p> <ul style="list-style-type: none"> ▪ <i>The original form and function of the heritage building: The heritage building's former use and architecture should be reflected in the design of the curtilage. For example, it may be appropriate that a larger curtilage be maintained around a former rural homestead than that of a suburban building;</i> 	<p>The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ▪ <i>Outbuildings: A heritage building and its associated outbuildings</i> 	<p>The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<i>should be retained on the same allotment; and</i>		
<ul style="list-style-type: none"> ▪ <i>Gardens, trees, fencing, gates and archaeological sites: Features that are considered valuable in interpreting the history and in maintaining the setting of a building should be identified and, where possible, retained within the curtilage.</i> 	The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.	Yes
<p>(4) <i>Development shall be of a scale and form that does not detract from the historical significance, appearance and setting of the heritage item, and consider the following:</i></p> <ul style="list-style-type: none"> ▪ <i>The height of new development near heritage items shall be less than the subject item. New development or large additions or alterations must provide a transition in height from the heritage item.</i> 	The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.	Yes
<ul style="list-style-type: none"> ▪ <i>Views and vistas to the heritage item from roads and other prominent areas are key elements in the landscape and shall be retained;</i> 	The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.	Yes
<ul style="list-style-type: none"> ▪ <i>If the development site can be viewed from a heritage item(s), any new development will need to be designed and sited so that it is not obtrusive when it is viewed from the heritage item(s); and</i> 	The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.	Yes
<ul style="list-style-type: none"> ▪ <i>Curtilages shall be retained around all listed items sufficient to ensure that views to them and their relationship with adjacent settings are maintained.</i> 	The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.	Yes
<p>(5) <i>The colours and materials used in a new development (whether an extension or addition) should complement the colours and materials of the heritage item. New development within the curtilage</i></p>	The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.	Yes

Provision	Proposal	Compliance
<i>must not adversely impact upon the significant fabric of a heritage item.</i>		
(6) <i>Where possible, existing fences that have been identified as significant or that contribute to the overall setting or character of a heritage item are to be retained or repaired.</i>	The site is not identified as containing or in the vicinity of a non-Aboriginal heritage item.	Yes
2.8 Bushfire Prone Land		
(1) <i>Land identified as 'bushfire prone land' on the Penrith City Council Bushfire Prone Land Map is to address the bush fire protection measures in the Rural Fire Service publication Planning for Bushfire Protection 2019 (PBP) (as amended).</i>	The site is identified as bushfire prone land and has been assessed to address the bushfire protection measures as required. Refer to Appendix KK of the EIS.	Yes
(2) <i>A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land.</i>	A Bushfire Assessment Report prepared in accordance with PBP is provided at Appendix KK of the EIS.	Yes
(3) <i>Development on land within 250m of land zoned RU2, E2, and E4 that is not identified as bushfire prone land must consider ways to minimise the risk of ember attack, particularly with regard to roof design, building materials and landscape design.</i>	The site is identified as bushfire prone and will comply with PBP. Appropriate APZ boundaries have been provided to ensure appropriate boundaries between the native vegetation within the proposed riparian corridor and developable areas. These APZ boundaries is consistent with PBP. In addition, the materials have been chosen to limit flammability risk to the proposed warehouses and the storage of hazardous materials are to be placed away from potential hazard areas.	Yes
(4) <i>Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997.</i>	No bushfire hazard reduction work is proposed.	N/A
2.9 Salinity		
(1) <i>Development applications shall include a detailed salinity analysis and Salinity Management Plan, noting the relatively low permeability</i>	The Acid Sulfate Soil Advice and Desktop Investigation (refer Appendix DD of the EIS) identifies that there are no known occurrences of potential acid sulfate soils	Yes

Provision	Proposal	Compliance
<i>and saline clay soils dominant in the area. The analysis is to consider the stormwater management measures proposed in accordance with Section 2.4 to limit the mobilisation of salts in the catchment.</i>	P/ASS at the subject site. Further, with consideration of the site's geological setting, it is not expected that there will be P/ASS at the site. As such, no further investigation of ASS is required.	
(2) <i>Salinity investigations are to be conducted in accordance with the Local Government Salinity Initiative series by the former Department of Natural Resources (2002).</i>	Salinity has been addressed within Section 5 of the Geotechnical Investigation contained at Appendix Y and the Acid Sulfate Soil Advice and Desktop Investigation at Appendix DD of the EIS.	Yes
(3) <i>The author of the salinity analysis must sign off on the project on completion of works and submit this to Council prior to an occupation certificate being issued, if required.</i>	Salinity has been addressed within Section 5 of the Geotechnical Investigation contained at Appendix Y and the Acid Sulfate Soil Advice and Desktop Investigation at Appendix DD of the EIS.	Yes
(4) <i>Disturbance to the natural hydrological system shall be minimised by maintaining good surface drainage and reducing water logging on the site.</i>	Salinity has been addressed within Section 5 of the Geotechnical Investigation contained at Appendix Y and the Acid Sulfate Soil Advice and Desktop Investigation at Appendix DD of the EIS.	Yes
(5) <i>Groundwater recharge is to be minimised to the extent it does not adversely impact groundwater dependent ecosystems downstream.</i>	Salinity has been addressed within Section 5 of the Geotechnical Investigation contained at Appendix Y and the Acid Sulfate Soil Advice and Desktop Investigation at Appendix DD of the EIS.	Yes
(6) <i>Construction techniques shall be employed that prevent structural damage to the development as a result of salinity (see Building in a Saline Environment).</i>	Salinity has been addressed within Section 5 of the Geotechnical Investigation contained at Appendix Y and the Acid Sulfate Soil Advice and Desktop Investigation at Appendix DD of the EIS.	Yes
(7) <i>All works are to conform with the Western Sydney Salinity Code of Practice June 2003.</i>	Salinity has been addressed within Section 5 of the Geotechnical Investigation contained at Appendix Y and the Acid Sulfate Soil Advice and Desktop Investigation at Appendix DD of the EIS.	Yes
2.10 Contaminated Land		
(1) <i>Prior to granting development consent, the consent authority must be satisfied that the site is suitable, or can be made suitable, for the</i>	A RAP is submitted with the SSD which identifies the presence of any contamination. Hazardous chemicals were identified at the site as discussed in Section 6.2.6 of the EIS. Subject to the remediation works being	Yes

Provision	Proposal	Compliance
<i>proposed use having regard to land contamination.</i>	undertaken as identified in the RAP, the site can be made suitable for the proposed development. Refer to Appendix BB and Appendix CC of the EIS.	
(2) <i>All development applications shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995.</i>	A Preliminary Site Investigation is provided at Appendix BB , an assessment against SEPP 55 can be found at Appendix EE of the EIS.	Yes
(3) <i>Where a site has known contamination, or a Stage 1 Preliminary Site Investigation identifies potential or actual site contamination, a Stage 2 Detailed Site Investigation must be prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995. A Remediation Action Plan (RAP) will be required for contaminated land identified in the Stage 2 Detailed Site Investigation. Remediation works identified in the RAP will require development consent.</i>	A Remediation Action Plan at Appendix CC of the EIS has been prepared for the site which introduces the implementation of remediation activities.	Yes
(4) <i>A Section A1 Site Audit Statement (SAS) or Section A2 SAS accompanied by an Environmental Management Plan (EMP) (issued by a NSW EPA Accredited Site Auditor) will be required where remediation works have been undertaken to confirm a site is suitable for the proposed use.</i>	A Remediation Action Plan at Appendix CC of the EIS has been prepared for the site. A Site Audit Statement will be prepared in later stages of the development is required.	Yes
2.11 Aviation Safeguarding		
(1) <i>An Aviation Safeguarding Assessment is to be submitted with development applications detailing compliance with aviation</i>	An Aeronautical Impact Assessment is submitted at Appendix GG of the EIS.	Yes

Provision	Proposal	Compliance
<p><i>safeguarding measures and the controls outlined below.</i></p> <ul style="list-style-type: none"> ▪ <i>The aviation safeguarding assessment must evaluate the wildlife likely to be present on the subject land and the risk of the wildlife to the operation of the Airport provided by the applicant which includes;</i> <ul style="list-style-type: none"> – <i>the species, size, quantity, flock behaviour (where applicable) and the particular times of day or year when the wildlife is likely to be present,</i> – <i>whether any of the wildlife is a threatened species,</i> – <i>a description of how the assessment was carried out, and iv. is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport.</i> 		
<p><i>Heights</i></p> <p><i>(2) The height of buildings, structures, landscaping and cranes do not impact on the operations of the airport or create a hazard to the safe navigation of aircraft. Buildings and any ancillary structures must not encroach into protected airspace</i></p>	<p>The height of buildings, landscaping and cranes do not impact on the Airport operations or create hazards. Refer to Appendix GG of the EIS.</p>	<p>Yes</p>
<p><i>Noise</i></p> <p><i>(3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.</i></p>	<p>The proposed development is not a noise sensitive use. The development will be constructed to minimise impacts from aircraft noise.</p>	<p>Yes</p>
<p><i>Lighting</i></p> <p><i>(4) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces</i></p>	<p>The development does not create any impacts on airspace operations in relation to light emissions or reflective surfaces.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<p><i>Emissions</i></p> <p>(5) <i>Development must not generate emissions into the protected airspace.</i></p>	<p>The proposed development will not generate emissions into protected airspace. Future development applications for use and fit out will be assessed in regard to airport safeguarding and emission.</p>	Yes
<p>(6) <i>Any plumes do not:</i></p> <ul style="list-style-type: none"> ▪ <i>Have peak vertical velocities of more than 4.3m/sec.</i> ▪ <i>Incorporate flares.</i> 	<p>The development does not incorporate flares or plumes.</p>	Yes
<p><i>Wildlife Hazards</i></p> <p>(7) <i>Development must not attract wildlife which would create a safety hazard in the operations of the Airport.</i></p>	<p>The proposal has been designed to minimise attraction of wildlife which would create a safety hazard for airport operations as outlined in the AIA at Appendix GG of the EIS.</p>	Yes
<p>(8) <i>All waste bins are to be designed and installed with fixed lids.</i></p>	<p>All waste bins will be designed and installed with fixed lids.</p>	Yes
<p>(9) <i>Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes.</i></p>	<p>Waste areas are currently provided within the hardstand area. Defined locations for bulk waste and communal waste storage areas will form part of future fit-out DAs.</p>	No
<p>(10) <i>Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event.</i></p>	<p>All permanent unvegetated stormwater detention systems have been designed to fully drain within 48 hours after each rainfall event.</p>	Yes
<p><i>Communications, Navigation and Surveillance Systems</i></p> <p>(11) <i>Development must not impact upon communication, navigation and surveillance systems.</i></p>	<p>The proposed development will not impact on airport communication, navigation and surveillance systems as outlined in the AIA at Appendix GG of the EIS.</p>	Yes
<p>(12) <i>Development within the building restricted area does not create electromagnetic field radiations that will interfere with signals transmitted by the communication, navigation or surveillance facility.</i></p>	<p>The site is not within the building restricted area.</p>	Yes
<p>2.12 Development Adjacent to the Warragamba Pipeline</p>		

Provision	Proposal	Compliance
<i>(1) Where development (including subdivision) is proposed adjacent to the Warragamba Pipeline corridor, applicants shall consult with Water NSW as part of the process of preparing the development application. Development is to be consistent with Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (former Sydney Catchment Authority). Any written requirements of Water NSW shall be submitted with the development application, including how the requirements have been addressed.</i>	The site is not adjacent to the Warragamba Pipeline corridor.	N/A
<i>(2) Prior written approval shall be obtained from Water NSW for any access that may be required to the Warragamba Pipeline corridor during the investigation and construction phases.</i>	The site is not adjacent to the Warragamba Pipeline corridor.	N/A
<i>(3) Access points to the Warragamba Pipeline corridor for Water NSW staff and contractors to carry out inspections and maintenance shall be retained or provided in accordance with Water NSW requirements.</i>	The site is not adjacent to the Warragamba Pipeline corridor.	N/A
<i>(4) Stormwater systems serving development adjacent to the Warragamba Pipeline shall be designed to ensure that stormwater does not enter the corridor.</i>	The site is not adjacent to the Warragamba Pipeline corridor.	N/A
<i>(5) Appropriate security fencing shall be provided, or existing security fencing retained along the length of development boundaries that directly adjoin the Warragamba Pipeline corridor, in accordance with Water NSW requirements.</i>	The site is not adjacent to the Warragamba Pipeline corridor.	N/A
<i>(6) Road crossings of the Warragamba Pipeline shall be minimised and</i>	The site is not adjacent to the Warragamba Pipeline corridor.	N/A

Provision	Proposal	Compliance
<i>located and designed in accordance with Water NSW requirements.</i>		
(7) <i>Earthworks (excavation or filling) and landscaping works carried out adjacent to or crossing the Warragamba Pipeline shall avoid damage to the infrastructure in accordance with Water NSW requirements.</i>	The site is not adjacent to the Warragamba Pipeline corridor.	N/A
2.13 Electricity Transmission Line Easements		
(1) <i>Development on land affected by the Electricity Transmission Line Easements (refer Figure 8) must be in accordance with the relevant electricity supply authority's requirements.</i>	The site is not affected by electricity transmission line easements.	N/A
2.14 Utilities Services		
(1) <i>Applicants shall liaise with relevant service providers to ensure satisfactory arrangements have been made to service the development, in accordance with the relevant service providers requirements. This includes water, recycled water, sewer, drainage, electricity, gas (where required) and telecommunications. Indicative trunk infrastructure is identified in Figure 8.</i>	All relevant service providers have been consulted as part of the infrastructure servicing arrangements. Refer to Appendix X of the EIS.	Yes
(2) <i>A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections.</i>	An Indicative Utilities plan is provided at Appendix X of the EIS.	Yes
(3) <i>The Utilities Plan should allow for the installation of emerging utilities technologies, such as hydrogen district cooling/heating systems and micro-grids for energy sharing.</i>	Space planning for relevant key utilities has been considered and appropriate allowances made.	Yes

Provision	Proposal	Compliance
(4) <i>Where a recycled water network is available, development shall connect to this network (refer Section 2.4). Development must be plumbed to enable connection to and use of recycled water via the third pipe network and designed in consultation with Sydney Water.</i>	Refer to Section 3.2 of the Service Infrastructure Assessment in Appendix X of the EIS.	Yes
(5) <i>Utilities are to be accommodated in the road reserve, unless otherwise required by the relevant utility authority. The design of roads will need to take this into consideration.</i>	All utilities, with the exception of wastewater, has been accommodated within in the road reserve.	Yes
(6) <i>Electricity and telecommunication mains are to be placed underground.</i>	All electrical and telecommunications mains within the site will be placed underground.	Yes
(7) <i>Where technically feasible, compatible public utility services shall be coordinated in common trenching to maximise cost-effectiveness.</i>	Compatible public utility services are coordinated in common trenching, where practical.	Yes
(8) <i>Premises are to be provided with high speed, high reliability telecommunications infrastructure (e.g. optic fibre or DSL technology).</i>	All premises will be provided with high speed, high reliability telecommunications infrastructure.	Yes
(9) <i>Applicants will be required to deliver water and sewer services upgrades (in accordance with current Sydney Water procurement guidelines) to meet the anticipated demand.</i>	Arrangements are proposed for the delivery of water and sewer services to the site as detailed in Appendix X of the EIS.	Yes
2.15 Transport Investigation Areas		
<i>Proposed Western Sydney Intermodal Terminal</i>	The site is not on land subject to the proposed Intermodal Terminal.	N/A
(1) <i>Proposed development on land subject to the proposed Intermodal Terminal (refer Section 3.4.2 and Figure 9) must make provision for the Intermodal Terminal and any road and rail access points.</i>		

Provision	Proposal	Compliance
(2) <i>Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and access is not adversely impacted by development</i>	The site is not on land subject to the proposed Intermodal Terminal.	N/A
<i>Proposed Western Sydney Freight Line</i> (3) <i>Proposed development on land subject to the proposed Western Sydney Freight Line (WSFL) corridor (refer Figure 9) must make provision for the WSFL and access to the corridor.</i>	A 10m corridor has been provided to accommodate the potential connection to the WSFL.	Yes
(4) <i>Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and future access is not adversely impacted by development.</i>	Consultation has been undertaken with TfNSW regarding the proposed concept masterplan and WSFL linkage freight corridor. TfNSW did not raise any issues during their preliminary review, refer to the Engagement Table at Appendix P of the EIS.	Yes
(5) <i>The WSFL corridor is not to be compromised by development, including any key rail and road interfaces with the Intermodal Terminal.</i>	The 10m corridor provided for the potential WSFL connection will not be compromised by any development.	Yes
<i>Classified Roads – Mamre Road and Proposed Southern Link Road</i> (6) <i>Proposed development on land subject to Mamre Road and the proposed Southern Link Road (refer Figure 9) must make provision for the upgrade and construction of these roads and future access to the corridors.</i>	The YLE is designed to accommodate the widening of Mamre Road.	Yes
(7) <i>Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area of land is available and future access is not adversely impacted by development.</i>	Consultation has been undertaken with TfNSW regarding the proposed Site Layout Plan. TfNSW have not raised any issues relating to the widening provision for Mamre Road.	Yes
3 Precinct and Subdivision Design		

Provision	Proposal	Compliance
3.1 Subdivision		
(1) <i>Subdivision is to be in accordance with the controls in Table 7.</i>	The proposed subdivision has been designed in accordance with Table 7. Refer to the updated Civil Engineering Report at Appendix J of the Submissions Report.	Yes
(2) <i>Subdivision design is to enable the conservation of natural and landscape features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.</i>	The proposed subdivision design does not result in the loss of any important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.	Yes
(3) <i>Subdivision design shall balance cut and fill as far as practicable. Development applications must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.</i>	An earthworks plan is submitted with the updated Civil Engineering Report at Appendix J of the Submissions Report.	Yes
(4) <i>Lots adjoining or containing watercourses are to maintain or establish native vegetation riparian corridors in accordance with Section 2.3.</i>	The realigned 2 nd order watercourse be revegetated on either side with a landscape zone also provided, comprising native vegetation. Refer to the revised Vegetation Management Plan at Appendix P of the Submissions Report.	Yes
(5) <i>Land zoned E2 Environmental Conservation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in accordance with a Vegetation Management Plan, including ongoing monitoring and management.</i>	The proposed E2 Environmental Corridor will be wholly contained within the Lot 1 development lot (refer to Subdivision Plan in Appendix A of the Submissions Report). A revised Vegetation Management Plan has been prepared for the corridor, refer to Appendix P in the Submissions Report.	Yes
(6) <i>Subdivision design is to facilitate the precinct road network and hierarchy.</i>	The proposed Site Layout Plan has been designed to facilitate the precinct road network and hierarchy.	Yes
(7) <i>Access to lots should be from local or collector industrial roads.</i>	All access is via local or collector industrial roads.	Yes

Provision	Proposal	Compliance
(8) <i>Lots adjoining the potential intermodal terminal and dedicated freight corridor shown in Figure 17 should be larger lots (i.e. 10,000m² or greater) to support freight and logistics development.</i>	The potential future dedicated freight corridor (by others) adjoins three proposed lots both of which are >10,000m ² :	Yes
3.2 Views and Visual Impacts		
(1) <i>The design of subdivisions and building orientation should respond to the significant landscape elements and view corridors identified in Figure 11, including Mount Vernon, Wianamatta-South Creek and Ropes Creek. Development applications should demonstrate how the natural features of the site have influenced the design.</i>	A view corridor crosses the southern part of the site, broadly following the existing riparian corridor without a beginning or end. As demonstrated in the Visual Impact Assessment and Urban Design report at Appendix J of the EIS, warehouses have been sited to ensure that the view corridor is maintained.	Yes
(2) <i>Site design shall retain visual connection with the blue-green network, ridge lines and vistas.</i>	The proposed development will retain the existing view corridor that transects the southern part of the site as well as creates a new view corridor where the realigned environmental corridor is proposed.	Yes
(3) <i>The design of lots adjoining Mamre Road, Southern Link Road, and Aldington/Abbotts Road shall promote a high-quality landscape character.</i>	Extensive landscaping is proposed to Mamre Road and across the YLE to promote high quality landscape character, refer Appendix D to Appendix G of the Submissions Report.	Yes
(4) <i>Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.</i>	The subdivision design gives careful consideration to the potential siting and scale of buildings.	Yes
(5) <i>All retaining walls must include mature tree planting along the top of the retaining wall to mitigate the visual impact of buildings when viewed from sensitive locations (refer Figure 9). Sufficient deep soil shall be available to accommodate a mature screening tree.</i>	Visually sensitive location Figure 10 is mapped along the south western boundary of Mamre Rd Precinct significantly removed from the subject land. Visual screening to retaining walls will not be required to mitigate views from visually sensitive locations due to distance from future intermediate industrial development (i.e between Mount Vernon and YLE).	N/A

Provision	Proposal	Compliance
3.3 Interface with Mount Vernon rural-residential area		
(1) <i>Development applications for land within 250m of the southern and south-eastern Precinct boundary (refer Figure 10) are to include a Landscape Plan and Visual Impact Assessment by suitably qualified designers which demonstrate a sympathetic transition to Mount Vernon, including appropriate cross-sections illustrating visual mitigation strategies.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(2) <i>Landscape setbacks and treatments are to be in accordance with Section 4.2.3.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(3) <i>A minimum 30m building setback is to be provided to buildings that directly adjoin a rural residential zone. An indicative landscape treatment within the interface area is shown in Figure 11.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(4) <i>Subdivision within the visually sensitive interface (refer Figure 10) should relate to the scale of adjoining rural-residential buildings and consider the use of height transitions and more generous building separation.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(5) <i>The design of sites adjoining rural-residential areas should respond to natural level changes and use a combination of mounding and vegetation screening to soften the visual impact.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(6) <i>Tree planting shall be located to provide a visual barrier to industrial development. Mature tree planting is to be located on the top of landscape mounds, as well as on the rise or fall, to ensure the lower tree canopy meets the canopy of the tree on the top of the mound. The placing of trees shall also be</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A

Provision	Proposal	Compliance
<i>staggered to ensure a continuous visual screen.</i>		
(7) <i>At planting, trees within the sensitive interface area should be a minimum 2m in height.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(8) <i>Boundary fences within the sensitive interface area should be a minimum 1.8m in height.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(9) <i>Site design shall minimise light spill to adjoining residential areas (refer Section 4.2.10).</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
(10) <i>Uses and building elements that are likely to adversely impact the amenity of adjoining rural-residential areas (e.g. loading areas, driveways, storage areas and roof top equipment) shall be sited away from the sensitive interface and use landscaped screening.</i>	The site is not within the interface with the Mount Vernon rural-residential area.	N/A
3.4 Transport Network		
3.4.1 Road Network, Hierarchy and Design		
<i>Traffic and Transport Assessments</i>		
(1) <i>Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide, and assess the impact of projected pedestrian and vehicular traffic associated with the proposal, and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system.</i>	The proposal is accompanied by a detailed Traffic Management and Accessibility Plan, which includes a Green Travel Plan and Travel Access Guide (refer Appendix R of the Submissions Report)	Yes
(2) <i>Subdivision and development are to consider the coordinated staging and delivery of final road infrastructure throughout the precinct. Development consent will only be granted to land serviced by</i>	The proposal includes provision for coordinated staging and delivery of road infrastructure which provides connectivity throughout the precinct.	Yes

Provision	Proposal	Compliance
<p><i>a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).</i></p>		
<p><i>Road Network</i></p> <p>(3) <i>The Precinct shall be developed generally in accordance with the desired road network structure and hierarchy (Figure 12). The road network will comprise the arterial roads of Mamre Road and the future Southern Link Road (Movement Corridors), Aldington Road/ Abbots Road (distributor road) and an indicative internal industrial local and collector road network.</i></p>	<p>The internal road network has been designed in accordance with the road network map at Figure 12.</p>	<p>Yes</p>
<p>(4) <i>Until the delivery of the connection of Aldington Road to the future Southern Link Road, all development accessed from Aldington Road and Abbots Road is to be accessed via the southern end of Aldington Road/ Abbots Road and Mamre Road. Access to the north via Bakers Lane is not permitted.</i></p>	<p>N/A</p>	<p>N/A</p>
<p>(5) <i>The centre line for all Local Industrial Roads and Collector Industrial Roads shall be on the common cadastre boundary between adjoining lot plans unless otherwise agreed by adjoining owners.</i></p>	<p>The Local Industrial Road along the northern boundary of the site, as identified in the DCP road network, is located on the common cadastre boundary with the Aliro development to the immediate north of the site. Discussions between GPT and Aliro have been undertaken and are ongoing to coordinate the delivery of this road.</p>	<p>Yes</p>
<p>(6) <i>Internal local roads are to be designed to:</i></p> <ul style="list-style-type: none"> ▪ <i>Create a permeable network based on a modified grid system;</i> ▪ <i>Provide access to and facilitate the development of adjoining properties;</i> ▪ <i>Provide a pedestrian and cycle network that minimises travel</i> 	<p>The proposed local industrial road provides access to the isolated site at 772-782 Mamre Road and the North-South Access Road will provide future connections to northern properties.</p> <p>Pedestrian footpaths are proposed on either side of the proposed internal roads.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<p><i>distances and conflicts with industrial traffic;</i></p> <ul style="list-style-type: none"> ▪ <i>Maximise connectivity to and from open space and employment service hubs;</i> ▪ <i>Take account of topography, view corridors, site drainage, and vegetation;</i> ▪ <i>Provide frontage to and maximise surveillance of open space and riparian corridors;</i> ▪ <i>Provide views to landscape features and visual connections to activity nodes; and</i> ▪ <i>Maximise the effectiveness of water sensitive urban design measures.</i> 	<p>Refer to the Site Layout Plan at Appendix A of the Submissions Report.</p>	
<p>(7) <i>Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal:</i></p> <ul style="list-style-type: none"> ▪ <i>Will not detrimentally impact on access to adjoining properties;</i> 	<p>The proposed road network within YLE has been designed in accordance with the desired network and hierarchy as demonstrated in Figure 12.</p> <p>There is however an additional local industrial road which runs east-west along the southern boundary of the site, to the immediate north of the Mirvac site. This road provides access to Warehouses 4 and 5, as well as linking into a temporary access road. The road is completely within the GPT site and does not impact on the Mirvac site.</p> <p>It will not detrimentally impact on access to adjoining lots. Refer Appendix V of the EIS.</p>	<p>Generally compliant</p>
<ul style="list-style-type: none"> ▪ <i>Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties;</i> 	<p>The additional local industrial road will enable the management of stormwater to drain to the trunk drainage network. Refer Appendix X and Appendix V of the EIS.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ▪ <i>Will not impede the orderly development of adjoining properties in accordance with the Structure Plan (Figure 2) and this DCP;</i> 	<p>The additional local industrial road does not impede the orderly development on the Mirvac site.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Does not restrict the ability to provide water, sewer, electricity and other essential services to adjoining properties; and</i> 	<p>The additional local industrial road does not restrict the ability to provide utilities and essential services to adjoining properties.</p>	Yes
<ul style="list-style-type: none"> ▪ <i>Includes written evidence of consultation with affected adjoining owners and agreement with these affected owners.</i> 	<p>GPT met with Mirvac on 9 November 2021 to discuss the key comments made in Mirvac's submission to SSD-10272349.</p> <p>GPT met with Aliro on 23 September 2021 to discuss the delivery and timing of the north-south collector road and the key items addressed in the Aliro's submission to SSD-10272349.</p> <p>Refer Appendix V of the Submissions Report.</p>	Yes
<p>(8) <i>A public road is to adjoin land zoned RE1 Public Recreation along Wianamatta-South Creek precinct in accordance with Figure 12.</i></p>	N/A	N/A
<p>(9) <i>Access points shall be located to optimise safety, traffic flow and landscape opportunity, as well as end user operations. All parking shall be provided either on site or in centralised offroad locations.</i></p>	<p>Access points are located to optimise safety, traffic flow and landscape opportunity, as well as end user operations. All parking is provided on site.</p>	Yes
<p>(10) <i>Direct vehicle access to Mamre Road, Southern Link Road and distributor roads (Aldington Road/ Abbots Road) is not permitted.</i></p>	<p>Direct vehicle access to Mamre Road is not proposed.</p>	Yes
<p>(11) <i>All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement.</i></p>	<p>The proposed internal road network promotes safe and efficient pedestrian, cyclist and traffic movement.</p>	Yes
<p>(12) <i>The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.</i></p>	<p>The internal road pattern facilitates 'through-roads' with cul-de-sacs avoided. The east-west local industrial road culminates in a cul-de-sac as a response to restricted access off Mamre Road and linking to the temporary access road.</p>	Generally compliant

Provision	Proposal	Compliance
(13) <i>Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools.</i>	All heavy vehicles are proposed to access the estate without reliance on Bakers Lane.	Yes
(14) <i>Internal road network intersections are to be provided at the following minimum intervals:</i> <ul style="list-style-type: none"> ▪ <i>Local to local industrial road – 40m-60m;</i> ▪ <i>Local to collector/distributor road – 100-200m; and</i> ▪ <i>Collector/distributor to sub-arterial – 400m-500m.</i> 	The proposal is consistent with the minimum intervals specified.	Yes
(15) <i>Development shall, where appropriate, be designed to:</i> <ul style="list-style-type: none"> ▪ <i>Allow all vehicles to either leave or enter the site in a forward direction;</i> ▪ <i>Accommodate heavy vehicle parking and manoeuvring areas;</i> ▪ <i>Avoid conflict with staff, customer and visitor vehicular movements; and</i> ▪ <i>Ensure satisfactory and safe operation with the adjacent road system.</i> 	The development has been designed to allow all vehicles to enter and exit in a forward direction; to accommodate heavy vehicle parking and manoeuvring areas; to avoid conflict with staff, customer and visitor vehicular movements; and ensure satisfactory and safe operation with the adjacent road system.	Yes
(16) <i>Development applications shall detail the volume, frequency and type of vehicle movements.</i>	The volume, frequency and type of vehicle movements expected on the site is detailed within the Traffic Management and Accessibility Plan (refer Appendix R of the Submissions Report).	Yes
(17) <i>The design of manoeuvring areas for large vehicles shall consider the Australian Standard 2890 series and Performance Based Standards An Introduction for Road Managers (National Heavy Vehicle Regulator – May 2019).</i>	The design of manoeuvring areas for large vehicles is in accordance with AS.	Yes
<i>Road Design</i>	Road design addresses the Guide for Traffic Generating Development (former RTA 2002).	Yes

Provision	Proposal	Compliance
(18) <i>Road design is to address the Guide for Traffic Generating Development (former RTA 2002).</i>		
(19) <i>Road design must comply with the road configurations in Table 8 and corresponding typical road cross-sections (Figure 12, Figure 13, Figure 14, Figure 15, and Figure 16).</i>	Road design across the proposal complies with the road configurations and corresponding typical road cross-sections in the DCP.	Yes
(20) <i>The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles.</i>	The road network is designed for 30m Performance Based Standards Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles.	Yes
(21) <i>To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.</i>	The design vehicle (i.e. B-double and B-triple) has been accommodated for and the standard kerb return radius is 15.0m. Refer to the updated Civil Report at Appendix J of the Submissions Report.	Yes
(22) <i>Road design shall consider arrangements for broken down vehicles and incident response.</i>	The proposed road network accommodates road configurations as contained within the DCP. These road configurations provide sufficient room to manage broken down vehicles and facilitate incident response.	Yes
(23) <i>For roads adjoining open space, finished road design levels shall match with existing levels of open space and negate the need for retaining walls or battering. Design is to address:</i> <ul style="list-style-type: none"> ▪ <i>Public access to open space;</i> ▪ <i>Function of the road;</i> ▪ <i>Impact on existing vegetation;</i> ▪ <i>Public amenity;</i> ▪ <i>Public safety; and</i> ▪ <i>Impact on ability to provide street tree planting.</i> 	No public open space RE1 zoned land or private open space RE2 zoned land is on or adjacent to the site.	Yes

Provision	Proposal	Compliance
<p>(24) <i>Alternate road configurations may be considered in special circumstances where it can be demonstrated the following key principles can be achieved:</i></p> <ul style="list-style-type: none"> ▪ <i>Road and lane widths must allow for two-way movement and turning movements of design vehicles, including consideration for buses, heavy vehicles, garbage trucks and emergency vehicles;</i> 	The proposed variation of the additional east-west local industrial road within the proposal achieves the key principles.	Yes
<ul style="list-style-type: none"> ▪ <i>Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes;</i> 	The proposed variation of the additional east-west local industrial road within the proposal achieves the key principles.	Yes
<ul style="list-style-type: none"> ▪ <i>Adequate on-street parking must be provided;</i> 	The proposed variation of the additional east-west local industrial road within the proposal achieves the key principles.	Yes
<ul style="list-style-type: none"> ▪ <i>Adequate swept turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle;</i> 	The proposed variation of the additional east-west local industrial road within the proposal achieves the key principles.	Yes
<ul style="list-style-type: none"> ▪ <i>Road widths must be set to minimise kerbside restrictions and regulatory signage;</i> 	The proposed variation of the additional east-west local industrial road within the proposal achieves the key principles.	Yes
<ul style="list-style-type: none"> ▪ <i>Sufficient width must be provided for specialist drainage functions; and</i> 	The proposed variation of the additional east-west local industrial road within the proposal achieves the key principles.	Yes
<ul style="list-style-type: none"> ▪ <i>Life cycle costs for construction and maintenance must be minimised.</i> 	The proposed variation of the additional east-west local industrial road within the proposal achieves the key principles.	Yes
3.4.2 Western Sydney Intermodal Terminal and Freight Network		
<p>(1) <i>Development is to enable the delivery of the Intermodal Terminal and dedicated freight network, as identified in Figure 17.</i></p>	Provision for a 10m corridor is made to accommodate a potential integrated freight network consistent with Figure 17.	Yes
<p>(2) <i>Land identified for the intermodal facility is to be integrated with a dedicated freight network to the</i></p>	The site is not identified for the intermodal facility.	N/A

Provision	Proposal	Compliance
<i>south, via a road crossing of future Southern Link Road.</i>		
<i>(3) Development applications for lots including or adjacent to the dedicated freight corridor shall make provision for the dedicated freight corridor.</i>	Provision has been made for the dedicated freight corridor.	Yes
<i>(4) The dedicated freight corridor shall be a minimum of 10.0m wide and meet the design requirements specified by Transport for NSW.</i>	Provision has been made for the dedicated freight corridor in the form of a 10m wide corridor.	Yes
<i>(5) Development applications for lots with an identified access point (refer Figure 17) shall demonstrate how access to and from the dedicated freight corridor will be achieved.</i>	Consultation has been undertaken with TfNSW in relation to the design of access points.	Yes
<i>(6) All fire compliant internal access roads are to be a minimum of 8.0m wide to safeguard for a precinct-wide AGV freight network unless development applications can demonstrate how an AGV freight network can be safeguarded within their development.</i>	All fire compliant internal access roads are a minimum of 8.0m.	Yes
3.4.3 Public Transport, Pedestrian and Cycle Network		
<i>Desired Public Transport, Pedestrian and Cycle Network</i>	TfNSW have been consulted in relation to bus stops with locations yet to be determined.	Yes
<i>(1) Bus stops should be provided, if identified by bus operators and TfNSW in consultation with Council as part of the development application process.</i>		
<i>(2) Development is to respond to the provision of a future bus link to the M4 Motorway.</i>	The proposal will not prevent the provision of a future bus link to the M4 Motorway.	Yes
<i>(3) Pathways for cyclists and pedestrians are to be provided that integrate with regional active</i>	Integrated pathways for pedestrians and cyclists are provided across the estate.	Yes

Provision	Proposal	Compliance
<i>transport connections, and links to key catchments and employment hubs across WSEA.</i>		
<p><i>Public Transport</i></p> <p>(4) <i>The road network is to be designed in accordance with this DCP, to ensure public transport (i.e. buses) can be accommodated along key roads to support early adoption of good travel practices by future workers.</i></p>	The road network has been designed in accordance with the DCP.	Yes
(5) <i>Indented bus bays should be provided along Aldington Road and Abbotts Road, as required by TfNSW as part of the public exhibition process for a development application.</i>	N/A	N/A
<p><i>Pedestrian Connections</i></p> <p>(6) <i>All footpaths are to be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government).</i></p>	All footpaths will be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government).	Yes
(7) <i>Footpaths should have ramps at all kerb corners for wheelchairs and pram access and cater for all people with diverse abilities in line with current Australian Standards.</i>	All footpaths will be consistent with the relevant AS.	Yes
(8) <i>Street lighting in accordance with the provisions of AS1158 should be provided in all streets.</i>	Street lighting will be consistent with the relevant AS.	Yes
(9) <i>Pedestrian crossing distances in local streets should be shortened through kerb extensions and tight turning radii, which can cause vehicular traffic to slow to negotiate the tighter corners.</i>	Sight distance requirements at verges, footpaths and driveways shall be in accordance with AS 2890.2.	Yes
(10) <i>To enable comfortable passage for all people with diverse abilities, footpaths must be:</i>	Footpaths are provided on both sides of the road with a 1.5m width on one side and a 2.5m shared path on the opposing side.	Yes

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Provided on both sides of the road;</i> ▪ <i>A minimum of 1.5m wide on one side;</i> ▪ <i>A minimum of 2.5m shared path on the opposing side (with the exception of distributor roads, refer to Table 9);</i> ▪ <i>A minimum of 3.0m on approach routes to predictable destinations such as employment hubs and parks; and</i> ▪ <i>A minimum width of 3.5m for shared paths for recreational use within open space and environmental corridors.</i> 		
<p><i>(11)A durable, non-slip surface and even paving is to be designed and constructed for minimum maintenance. Continuous pathways, uninterrupted by variations in surface material must be provided.</i></p>	<p>All footpaths will be consistent with the relevant AS.</p>	<p>Yes</p>
<p><i>(12)Gradients from pathways to streets are to be minimal, safe and comfortable for people with limited mobility and those using wheelchairs, prams and trolleys in line with current Australian Standards.</i></p>	<p>All footpaths will be consistent with the relevant AS.</p>	<p>Yes</p>
<p><i>(13)Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists.</i></p>	<p>All footpaths will be consistent with the relevant AS.</p>	<p>Yes</p>
<p><i>(14)A smooth transition from ramps to roads is to be provided for people using wheelchairs or prams. Ramps should be designed in accordance with appropriate design guidelines and be as wide as the pathway or marked crossing point to eliminate squeeze points at transition areas.</i></p>	<p>All footpaths will be consistent with the relevant AS. All footpaths will be consistent with the relevant AS.</p>	<p>Yes</p>
<p><i>(15)Reconstructed driveways/pathways are to achieve a useable cross slope for a width of 915mm. Cars</i></p>	<p>N/A</p>	<p>N/A</p>

Provision	Proposal	Compliance
<p><i>must slow to negotiate the two steeper ramps on either side of the pathway crossing, but will not 'bottom out' at these angles (Preiser. W and Ostroff E (2001) Universal Design Handbook McGraw-Hill).</i></p>		
<p>Cycleways <i>(16)All cycle routes and facilities are to be consistent with the relevant requirements of Austroads Cycling Aspects of Austroads Guides and former RMS Bicycle Guidelines including line-marking, signage and logos and Council policies regarding bicycle access.</i></p>	<p>All cycle routes and facilities will be consistent with the relevant requirements of Austroads Cycling Aspects of Austroads Guides and former RMS Bicycle Guidelines.</p>	<p>Yes</p>
<p><i>(17)Pedestrian and cycle routes and facilities in public spaces are to encourage way finding and be convenient, safe, well lit, clearly defined, functional and accessible to all.</i></p>	<p>All cycle routes and facilities will be consistent with the relevant requirements of Austroads Cycling Aspects of Austroads Guides and former RMS Bicycle Guidelines.</p>	<p>Yes</p>
<p><i>(18)Shared paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard 1428:1-4.</i></p>	<p>Shared paths and pedestrian refuge islands will be designed in accordance with Australian Standard 1428:1-4.</p>	<p>Yes</p>
<p>3.5 Council Engineering Works and Construction Standards</p>		
<p><i>(1) Engineering works shall be consistent with Council's standards, as amended:</i></p> <ul style="list-style-type: none"> ▪ <i>Stormwater Drainage Specifications for Building Developments;</i> 	<p>Noted.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ▪ <i>Council's Water Sensitive Urban Design (WSUD) Technical Guidelines;</i> 	<p>Noted.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ▪ <i>Engineering Design Specifications for Civil Works; and</i> 	<p>Noted.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Engineering Construction Specifications for Civil Works.</i> 	Noted.	Yes
4 General Requirements for Industrial Development		
4.1 Site Analysis		
(1) <i>All development applications are to be accompanied by a Site Analysis Plan.</i>	A site analysis plan was included in the Architectural Plans at Appendix A of the Submissions Report.	Yes
4.2 Built form design controls		
4.2.1 Building Height		
(1) <i>Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural residential areas, environmental and open space areas, riparian corridors and ridgelines</i>	The proposed building heights are consistent with the typical scale of large format industrial warehouses. Stepping of the development lots will retain elements of the existing site topography.	Yes
(2) <i>Buildings should not exceed a maximum height of 16m from the existing ground level within 250m of a rural-residential zone. For all other sites, a maximum building height of 20m from existing ground level is permitted.</i>	The proposal is not within 250 m of a rural residential zone. The stage one warehouses will have a height of less than 20m. Future development applications will be lodged for built form not included within Stage 1.	Yes
(3) <i>Should the nature of the business require that part of the building exceeds the 20m building height control (e.g. high bay warehouses), the proponent must demonstrate that the taller element will not create unacceptable solar, wind and visual impacts to surrounding sensitive uses or impact on the environmental and open space lands or the public domain.</i>	Future development applications will be lodged for built form not included within Stage 1.	Yes
(4) <i>Taller building elements over 15m should be set back from the street frontage.</i>	Noted.	Yes

Provision	Proposal	Compliance
<p>(5) <i>Building height must ensure direct solar access to public domain, including street trees and footpaths, open space and environmental areas, between the hours of 11:00am and 2:00pm at the winter solstice, 21 June. Shadow diagrams must demonstrate this outcome.</i></p>	<p>Shadow diagrams are provided for the hours between 11am to 2pm in Appendix C of the Submission Report.</p> <p>The building height does not result in overshadowing impact to the E2 riparian corridor during these hours however unavoidable shadow impacts do occur to parts of the corridor due to the required cut at the north-east site boundary.</p> <p>Building height ensures direct solar access to the public domain and the E2 riparian corridor between the designated times.</p> <p>Cumberland Ecology has reviewed the shadow diagram and have confirmed there are no issues to proposed vegetation within the E2 riparian corridor as a result of the shading at certain time periods of the day.</p> <p>The species that are to be planted in the E2 corridor are to be species characteristic of the native vegetation communities that occur within the locality including River-flat Eucalypt Forest (RFEF), Swamp Oak Floodplain Forest (SOFF) and to an extent Cumberland Plain Woodland (CPW). Many of the understorey species associated with RFEF and SOFF are tolerant of shading as these are forest communities and the canopy is often relatively dense. Where these communities occur naturally, you often get similar forms of shading from natural obstacles such as hills and valley walls.</p> <p>Species that are more shade tolerant, including those characteristic of RFEF and SOFF, will be planted along the northern boundary within areas likely to be shaded, and more open woodland type species including those characteristic of CPW, will be planted along the southern boundary where there is more light available. These considerations have been factored into the revised Landscape Plans at Appendix D and Appendix E of the Submissions Report.</p>	<p>Yes</p>
<p>(6) <i>Building services located on the roof (such as HVAC, lift motor room,</i></p>	<p>All building services located on the roof are below the maximum building height. Future</p>	<p>Yes</p>

Provision	Proposal	Compliance
<p><i>exhaust fans, etc) must be accommodated within the maximum permissible height of the building and away from the street frontage or sensitive interfaces where possible.</i></p>	<p>built form will be subject to separate Development Applications.</p>	
<p>(7) <i>A Visual Impact Assessment is to be submitted with development applications demonstrating that development will not have a significant adverse impact on the scenic quality of:</i></p> <ul style="list-style-type: none"> ▪ <i>The Precinct, particularly when viewed from elevated locations and view lines identified in Figure 10;</i> ▪ <i>Wianamatta-South Creek; and</i> ▪ <i>Adjoining rural-residential areas.</i> 	<p>A Visual Impact Assessment is provided at Appendix J of the EIS.</p>	<p>Yes</p>
<p>(8) <i>Buildings should be sited on mid-slope to minimise visual impact on ridges and to be in harmony with the existing landscape. Where possible, buildings should be designed to "step" physically up or down the site in keeping with the existing topography.</i></p>	<p>Buildings have been stepped to respond to the existing site topography and ridgelines.</p>	<p>Yes</p>
<p>4.2.2 Building Setbacks</p>		
<p>(1) <i>Building setbacks are to be in accordance with the standards outlined in Table 10.</i></p>	<p>Building setbacks are provided in accordance with Table 10, specifically:</p> <ul style="list-style-type: none"> ▪ Mamre Road: 20m ▪ Lots fronting key access roads (Access Road): 12m ▪ Lots fronting all other roads (Local Industrial Road): 7.5m ▪ East-west local industrial road (Secondary Road- Corner lot setback): 5m ▪ Rear and side boundaries: 10m 	<p>Yes</p>

Provision	Proposal	Compliance
	<ul style="list-style-type: none"> ▪ E2 Environmental Corridor: 10m 	
<p>(2) <i>Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding Mamre Road and proposed Southern Link Road):</i></p> <ul style="list-style-type: none"> ▪ <i>Landscaping;</i> ▪ <i>Maintenance/rehabilitation of biodiversity corridors or areas;</i> ▪ <i>Utility services installation;</i> ▪ <i>Cross-overs; or Fire access roads;</i> ▪ <i>Approved signage;</i> ▪ <i>Street furniture; or</i> ▪ <i>Drainage works.</i> 	<p>Noted - only the permitted development is provided within the setbacks.</p>	<p>Yes</p>
<p>(3) <i>Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved. Setbacks to public roads may incorporate loading dock manoeuvring areas and associated hard stand if set behind a landscape setback of at least 6.0m to the property boundary.</i></p>	<p>Warehouse 4 is the only warehouse where loading dock manoeuvring areas and associated hard stand areas encroach the building setback.</p> <p>However the manoeuvring areas and associated hardstand areas are beyond 6m of the property boundary, and hence compliant.</p>	<p>Yes</p>
<p>(4) <i>Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area:</i></p> <ul style="list-style-type: none"> ▪ <i>Is within a setback at least 13.0m in depth, as measured from the property boundary to the building line, and set behind a landscape setback at least 6.0m in depth;</i> ▪ <i>Promotes the function and operation of the development;</i> ▪ <i>Enhances the overall design of the development by implementing design elements, including</i> 	<p>Minimal areas of car parking are provided within the building setback, of which is greater than 13m wide and is setback behind a landscape area which is at least 6.0m in depth.</p> <p>The siting of car parking allows for a functional layout of development lots and will not detract from the streetscape values.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<p><i>landscaping, that will screen the parking area and is complementary to the development; and</i></p> <ul style="list-style-type: none"> ▪ <i>Does not detract from the streetscape values of the locality.</i> 		
<p>(5) <i>The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also 4.2.3 Landscaping).</i></p>	<p>Setbacks and hardstand areas result in minimal visual impact and are complemented by landscaping to the street and driveways.</p>	<p>Yes</p>
<p>(6) <i>Additional setbacks may be applicable to avoid construction over easements.</i></p>	<p>No easement currently traverses the site.</p>	<p>Yes</p>
<p>(7) <i>For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 18).</i></p>	<p>Sight distance requirements at verges, footpaths and driveways shall be in accordance with AS 2890.2.</p>	<p>Yes</p>
<p>4.2.3. Landscaping</p>		
<p>(1) <i>Development proposals must demonstrate a 10% tree canopy on development lot (excluding public roads and any non-industrial land). This includes preserving existing trees, where possible, and adding to the existing canopy to provide green infrastructure and amenity. This control can be measured at estate or lot scale, depending on the subject land of the development application. Where the tree canopy strategy is established at an estate level, the approval should establish the framework for individual lots, where future development applications will be required. If the control is satisfied at an estate scale, the 10% tree canopy control does not need to apply again to individual lots, if they are consistent with the concept plan or estate approval.</i></p>	<p>The tree canopy cover is maximised in carparking areas and landscape zones on each lot and in any residual land used for stormwater management.</p> <p>The requirements for landscaping outlined in the bushfire report present a challenge for reaching the canopy targets on site however the utilisation of landscape areas wherever possible such as boundaries, streetscape. The proposal reaches 9% coverage. Considering the industrial typology of the built form, this 9% coverage is in line with the tree coverage objectives.</p> <p>A slight variation to this control is sought for a minor reduction in the target tree canopy coverage of 10% due to the conflict with bushfire requirements on the site.</p>	<p>Minor variation</p>

Provision	Proposal	Compliance
(2) <i>A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.</i>	An updated Landscape Plan is submitted at Appendix G to Appendix G in the Submissions Report.	Yes
(3) <i>Landscaped area is to be provided in accordance with Table 11.</i>	<p>Landscaped area is provided in accordance with the requirements set out in Table 11, specifically. The setbacks achieved within YLE include:</p> <ul style="list-style-type: none"> ▪ Mamre Road: 10m landscaped setback ▪ Access Road: average 50% of the building setback ▪ Local Industrial Road: Average 50% of setback along road frontage ▪ Rear boundary (Secondary Road): 2.5m ▪ Side boundary: Nil. ▪ E2 Environmental Conservation zone: 5m landscape setback 	Yes
(4) <i>A minimum 15% of the site area is to be pervious surfaces, achieved through landscaping and/or the use of permeable paving materials. Perviousness is to be calculated in accordance with the following index:</i>	<p>Approximately 20.6% of the YLE will consist of pervious surfaces, achieved via extensive landscaping and the environmental corridor.</p>	Yes
<ul style="list-style-type: none"> ▪ <i>Deep soil (one metre or more in depth, connected subsoil) – 100%</i> ▪ <i>Shallow soil (less than one metre in depth, not connected to subsoil) – 75%</i> ▪ <i>Permeable pavement – 50%</i> ▪ <i>Hardstand – 0%</i> 	<ul style="list-style-type: none"> ▪ <i>Deep soil (one metre or more in depth, connected subsoil) – 100%</i> ▪ <i>Shallow soil (less than one metre in depth, not connected to subsoil) – 75%</i> ▪ <i>Permeable pavement – 50%</i> ▪ <i>Hardstand – 0%</i> 	Yes
(5) <i>Existing remnant vegetation and paddock trees shall be retained within setback areas and enhanced as an integral part of the landscaping proposals for each development.</i>	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The finalisation of the CPCP has resulted in the removal of the E2 Environmental Conservation zone within the site, with the entire site now zoned IN1 General Industrial.	Yes

Provision	Proposal	Compliance
	There is no longer a requirement to establish a riparian corridor within the site.	
(6) <i>Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development</i>	Canopy trees are proposed to the Mamre Road frontage with a mature height which will adequately screen future warehouses.	Yes
(7) <i>Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shadow and cool the building.</i>	Setbacks will include suitable tree planting.	Yes
(8) <i>Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.</i>	N/A	N/A
(9) <i>Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.</i>	Planter beds are generally provided at a rate of 1 in 10 with a minimum dimension of 1.5m.	Yes
(10) <i>Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.</i>	Landscaped setbacks will screen car parks and vehicular manoeuvring areas from the street.	Yes
(11) <i>Paving, structures and wall materials should complement the architectural style of buildings.</i>	Paving, structures and wall materials will complement the architectural style of buildings.	Yes
(12) <i>The selection and location of proposed trees and other landscaping plants is to:</i>	The selection and location of proposed trees and other landscaping plants is consistent with the DCP. Appendix A and the E2 zone VMP (Appendix P of the Submissions Report) was used to	Yes

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Be consistent with the preferred trees identified in Appendix C;</i> ▪ <i>Consider the use of local native vegetation communities;</i> ▪ <i>Re-use of native plants or topsoil removed during earthworks;</i> ▪ <i>Contribute to the management of soil salinity, water levels and soil erosion;</i> ▪ <i>Ensure tree species being low maintenance and drought tolerant;</i> ▪ <i>Consider the capacity of the species to contribute to tree canopy cover;</i> ▪ <i>Ensure invasive turf (including Kikuyu) is not used in areas adjoining remnant vegetation within environmental conservation and recreation areas and riparian corridors, or within landscape buffers;</i> ▪ <i>Incorporate a diverse range of flora species for to increase species resilience; and</i> ▪ <i>Consider service authority requirements in easement locations.</i> 	<p>provide the majority of the plants listed in the schedule.</p> <p>Local native plants and vegetation communities make up large areas of planting in the proposal.</p> <p>The tree species selected are chosen from the appended plant list in the DCP.</p> <p>A variety of trees species are used across the site to maximise canopy opportunity where possible.</p> <p>Invasive turf species will not be used.</p> <p>A variety of species have been proposed on site to help increase biodiversity.</p>	
<p>(13) <i>Street tree planting is to:</i></p> <ul style="list-style-type: none"> ▪ <i>Target a minimum container pot of 75L;</i> ▪ <i>Provide continuous canopy along road corridors, including appropriate spacing;</i> ▪ <i>Be setback a minimum 600mm from the back of kerb to tree centreline; and</i> ▪ <i>Take account of sight line requirements near intersections.</i> 	<p>Trees will have a minimum container pot of 75L.</p> <p>The proposed trees will provide a continuous canopy along road corridor and will be set back 600mm from the kerb.</p>	Yes
<p>(14) <i>Sufficient area/space is to be made available to allow trees to grow to</i></p>	<p>Sufficient area/space has been made available to allow trees to grow to maturity and not damage local infrastructure.</p>	Yes

Provision	Proposal	Compliance
<i>maturity and not damage local infrastructure.</i>		
(15) <i>No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales shall be used.</i>	No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales are proposed.	Yes
(16) <i>Local Indigenous groundcovers should be considered as a turf alternative in areas not specifically designed for pedestrian use.</i>	Local Indigenous groundcovers will be considered as a turf alternative in areas not specifically designed for pedestrian use.	Yes
4.2.4. Communal Areas		
(1) <i>Each building shall be provided with at least 1 communal area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.</i>	2 communal areas will be provided for each warehouse within YLE which meets the requirement for communal areas. Refer Appendix A of the Submissions Report.	Yes
(2) <i>In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.</i>	Communal areas have been located within YLE with consideration to outlook, natural features and adjacent buildings. This is particularly evident on both sides of the E2 riparian corridor which is a sensitive area within the site.	Yes
(3) <i>Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water etc. commensurate with the scale of the development, activities, and anticipated number of workers. Consider opportunities for small scale active recreation uses, such as a basketball half court or table tennis.</i>	GPT will deliver amenities and facilities within the communal areas to improve usage and worker environment. These details will be provided in the CC stage.	Yes
(4) <i>Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.</i>	All communal areas are located in flat areas which do not contain impediments.	Yes

Provision	Proposal	Compliance
(5) <i>Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.</i>	All communal areas proposed within the site will receive a minimum of 2 hours direct sunlight between the designate time.	Yes
4.2.5 Building Design		
(1) <i>Developments with a construction cost of \$1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)).</i>	The proposed development seeks to meet the Green Star benchmarks by adopting sustainable design and practices at future fit-out stages. Refer to the ESD and Greenhouse Gas Assessment at Appendix HH of the EIS.	Yes
(2) <i>An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.</i>	An updated BCA Assessment Report is submitted at Appendix T of the Submissions Report.	Yes
<i>Siting/Building Orientation</i>	Building orientation and siting has been determined based on a number of factors including providing appropriate surveillance, efficient operation of the road network and the nature of industrial land uses.	Yes
(1) <i>Buildings shall be oriented so building frontage is parallel with the primary street frontage.</i>		
(2) <i>Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.</i>	Due to the nature of the proposed development, only the office elements seek to maximise solar illumination and heating provided by the north-easterly aspect.	Yes
(3) <i>Siting and building orientation shall consider landscaping requirements (refer Section 4.2.3), including the best location for tree planting to shade and screen development.</i>	Siting and building orientation has considered landscaping requirements.	Yes
(4) <i>Building design should minimise overshadowing within the site and on adjoining buildings.</i>	Building design will minimise overshadowing within the site and on adjoining buildings.	Yes
(5) <i>Buildings should be oriented so that loading, servicing and large areas of car parking (i.e. greater than 20 spaces) are accommodated to the rear or the side of the site and not</i>	The buildings have been designed to ensure efficient and safe vehicular and pedestrian movements and appropriate streetscape interface.	Minor variation

Provision	Proposal	Compliance
<p><i>directly visible from the public domain.</i></p>	<p>Car parking areas greater than 20 spaces is provided within the front setback of the following warehouses:</p> <ul style="list-style-type: none"> ▪ Warehouse 1 ▪ Warehouse 2 ▪ Warehouse 3 ▪ Warehouse 4 <p>GPT seeks a minor variation to the control due to the lot configuration and constraints within the site.</p> <p>The siting of car parking and loading/ servicing areas allows for a functional layout of development lots and will not detract from the streetscape values. Carparking areas contain tree canopy cover and there is sufficient screening on street frontages to the carparks.</p> <p>The location of the car parking areas also provides passive surveillance to the surrounding streetscapes.</p>	
<p><i>Architectural Design</i></p> <p>(6) <i>The design of facades along the primary street frontage(s) should strengthen passive surveillance and streetscape character, such as through the use of glazing for the office or administration components of the building.</i></p>	<p>The design of facades along the primary street frontage(s) will strengthen passive surveillance and streetscape character.</p>	Yes
<p>(7) <i>External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.</i></p>	<p>External finishes contain a mix of materials and colours and low reflectivity to minimise glare and reflection.</p>	Yes
<p>(8) <i>Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.</i></p>	<p>Elevations visible from the public domain are finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.</p>	Yes
<p>(9) <i>In visually sensitive locations, such as adjoining the Mount Vernon rural-residential area, the colour and</i></p>	N/A	N/A

Provision	Proposal	Compliance
<i>material palette should utilise muted tones of the natural landscape and avoid bright bold colours and textures.</i>		
(10) <i>Large expanses of wall or building mass should be relieved by the use of articulation, variation in construction materials, fenestration or alternative architectural enhancements (refer Figure 19 and Figure 20).</i>	Articulation is incorporated where a large expanse of building is proposed.	Yes
(11) <i>Energy efficient design principles shall be employed in all building designs (Figure 21).</i>	Energy efficient design principles are incorporated into all building designs.	Yes
(12) <i>Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.</i>	Entrances to buildings are highlighted by architectural features consistent with the overall design of the building.	Yes
(13) <i>Courtyard and screen walls shall be in the same material as the building facades.</i>	Any future courtyard or screen walls shall be in the same material as the building facades.	Yes
(14) <i>The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.</i>	The design and location of roof elements and plant and mechanical equipment, including exhausts, has been designed to minimise visual impact from the street.	Yes
<p>(15) <i>The design of the main office and administration components shall:</i></p> <ul style="list-style-type: none"> ▪ <i>Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a ‘tack on’ addition;</i> ▪ <i>Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and</i> ▪ <i>Incorporate the principles of Universal Design.</i> 	The Stage 1 works include the incorporation of office components which are highly visible from the public domain.	Yes

Provision	Proposal	Compliance
<p>(16)Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.</p>	<p>Office roof forms will visually articulate the use within the building.</p>	<p>Yes</p>
<p>(17)Roof design must provide natural illumination to the interior of the building.</p>	<p>Office roof forms will provide natural illumination to the interior of the building. Where appropriate to suit customer requirements, transparent roof sheeting is to be provided within the warehouse.</p>	<p>Yes</p>
<p><i>Environmentally Sustainable Design</i></p> <p>(18)Development applications shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of:</p> <ul style="list-style-type: none"> ▪ Building and window orientation; ▪ Window size and glass type; ▪ Material, colour and surface treatments (note control 19 in relation to roof colour); ▪ Insulation; ▪ Landscaping and trees to provide shade and moderate the building microclimate; ▪ Natural ventilation and light with generous, all weather openings; ▪ Utilise extensive roof areas for energy and water collection; ▪ Air flow, ventilation and building morphology to support cooling; and ▪ Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems 	<p>ESD measures are described within the EIS. Refer to the ESD Assessment in Appendix HH of the EIS.</p>	<p>Yes</p>
<p>(19)Light coloured materials should be used in roof construction to reduce the urban heat effect.</p>	<p>Light coloured materials will be used in roof construction to reduce the urban heat effect.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<p><i>(20) Building services, excluding manufacturing plant and operations, should promote:</i></p> <ul style="list-style-type: none"> ▪ <i>Separate metering of water and electricity for multiple uses or tenants;</i> ▪ <i>Shut-off valves at stormwater outlets to trap toxic spills;</i> ▪ <i>Waterless urinals;</i> ▪ <i>Energy efficient lighting;</i> ▪ <i>Gas boosted solar hot water for staff amenities (kitchen, toilets, showers);</i> ▪ <i>Rainwater and recycled water for toilet flushing, irrigation or other non-potable uses;</i> ▪ <i>Waste heat recovery systems;</i> ▪ <i>Integrated systems for energy generation – waste and water;</i> ▪ <i>Air-cooled systems, ground source heat rejection or pond heat rejection; and</i> ▪ <i>Energy storage systems combined with the use of photo voltaic cells for roof areas.</i> 	<p>Building services, excluding manufacturing plant and operations, will be in accordance with the DCP.</p>	<p>Yes</p>
<p><i>Measures to improve air quality and visual and thermal comfort to be considered include:</i></p> <ul style="list-style-type: none"> ▪ <i>Low VOC paints and low-formaldehyde floor covering, adhesives and furniture;</i> ▪ <i>Glazed facades to be shaded and/or use performance glass to control radiant heat;</i> ▪ <i>Occupant control of comfort parameters (e.g. operable windows, control of air flow);</i> 	<p>Measures to improve air quality and thermal comfort have been incorporated into the Stage 1 works.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Protection from noise (e.g. open windows or between production and office areas);</i> ▪ <i>Provision of quality landscaped outdoor amenity areas for staff;</i> ▪ <i>Hydronic heating and ceiling fans; and</i> ▪ <i>Materials with low reflectance values.</i> 		
4.2.6 Design of Storage Areas		
(1) <i>Storage areas are to be located within the building, where practical.</i>	Storage areas will be located within the building, where practical.	Yes
<p>(2) <i>External storage areas must be located behind the front building setback, not be visible from a public place, and be consistent with the design of the primary development. The following matters must be addressed in designing external storage areas:</i></p> <ul style="list-style-type: none"> ▪ <i>The proposed height and on-site arrangement of stored goods;</i> ▪ <i>The visual and amenity impact of the storage area and how this is proposed to be minimised (orientation, screening with landscaping and/or solid fencing, etc.), particularly where the development interfaces with Mount Vernon;</i> ▪ <i>Access arrangements; and</i> ▪ <i>Noise, odour and safety issues.</i> 	<p>The external storage areas for Warehouses 1, 2, 3 and 5 are located away from roads and public spaces. The external storage area provided on the eastern side of Warehouse 4 is provided behind the landscape buffer and is not visible from a public space and is consistent with the design of the primary development.</p> <p>Future built form will be subject to separate development applications.</p>	Yes
(3) <i>For sites with multiple frontages, either to roads or other public spaces, the location and orientation of external storage areas shall minimise visual impact from all potential viewpoints.</i>	The external storage areas for Warehouses 1, 2, 3 and 5 are located away from roads and public spaces. The external storage area provided on the eastern side of Warehouse 4 is provided behind the landscape buffer and is not visible from a public space and is consistent with the design of the primary development.	Yes

Provision	Proposal	Compliance
	Future built form will be subject to separate development applications.	
4.2.7 Storage, Transportation, Handling and Processing of Chemical Substances		
(1) <i>Development involving the storage, transportation and processing of chemical substances shall have regard to the requirements of State Environmental Planning Policy No. 33 - Hazardous and Offensive Development.</i>	The proposal is not potentially hazardous or potentially offensive development. Should an operator seek to occupy the premises within the YLE for purposes that would be classified as potentially offensive or hazardous, a Preliminary Hazard Analysis (PHA) would be required to be prepared and submitted with a further application for assessment and approval.	Yes
(2) <i>A Chemical Use and Storage Report is to accompany development applications involving the storage, transportation and/or processing of chemical substances, except where:</i> <ul style="list-style-type: none"> ▪ <i>The chemicals are of household or hospital grade and used for routine cleaning;</i> ▪ <i>The total quantity of chemicals used or stored does not exceed 100 litres; or</i> ▪ <i>The chemicals are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment.</i> 	The proposal is not potentially hazardous or potentially offensive development. Should an operator seek to occupy the premises within the YLE for purposes that would be classified as potentially offensive or hazardous, a Preliminary Hazard Analysis (PHA) would be required to be prepared and submitted with a further application for assessment and approval.	Yes
3) <i>Development applications shall outline methods for the storage and handling of chemical substances and measures to manage potential spills, such as bunding developed in accordance with the EPA's Bunding and Spill Management Guidelines.</i>	The proposal is not potentially hazardous or potentially offensive development. Should an operator seek to occupy the premises within the YLE for purposes that would be classified as potentially offensive or hazardous, a Preliminary Hazard Analysis (PHA) would be required to be prepared and submitted with a further application for assessment and approval.	Yes
4.2.8 Signage and Estate Entrance Walls		
(1) <i>All advertising is required to be:</i>	The estate-wide signage has been designed in accordance with Dexus's corporate strategy and branding, with the integration of	Yes

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Constructed of high quality, durable materials;</i> ▪ <i>Considered in conjunction with the design and construction of buildings;</i> ▪ <i>Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and</i> ▪ <i>Contained wholly within the site.</i> 	<p>artwork into the signage. Refer to the Signage Plan in Appendix A of the Submissions Report.</p>	
<p>(2) <i>Free standing pylon signage must not exceed 10m in height from finished ground level and 2m width. No signage is permitted in the bottom 2m of the structure.</i></p>	<p>The proposed Estate Pylon signage is 10m in height and 3m in width.</p>	<p>Minor variation</p>
<p>(3) <i>Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.</i></p>	<p>The proposed building identification signage have an area of less than 0.5m² for every metre of lineal street frontage.</p>	<p>Yes</p>
<p>(4) <i>Sky signs and roof signs that project vertically above the roof of a building are not permitted.</i></p>	<p>No sky signage is proposed.</p>	<p>Yes</p>
<p>(5) <i>Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level.</i></p>	<p>Wall signs do not exceed 15m above existing ground.</p>	<p>Yes</p>
<p>(6) <i>Signs should generally be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.</i></p>	<p>Signage on multilevel buildings is not proposed.</p>	<p>Yes</p>
<p>(7) <i>Signs are to be contained fully within the confines of the wall or awning to which it is mounted.</i></p>	<p>Proposed signage zones are sited fully within the confines of the associated wall.</p>	<p>Yes</p>
<p>(8) <i>In the case of multiple occupancy of a building or site:</i></p>	<p>Future developments applications will seek consent for business identification signage.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Each development should have a single directory board listing each occupant of the building or site;</i> ▪ <i>Only one sign is to be placed on the face of each premises either located on or over the door; and</i> ▪ <i>Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.</i> 		
<p><i>Illuminated Signage</i></p> <p><i>Illuminated signs are not to detract from the architecture of the building during daylight.</i></p>	Illuminated signs will not detract from the architecture of the building during daylight.	Yes
<p><i>10) Illumination (including cabling) of signs is to be either:</i></p> <p><i>Concealed;</i></p> <p><i>Integral with the sign;</i></p> <p><i>Provided by means of carefully designed and located remote or spot lighting.</i></p>	Illuminated signage will be tidy with cabling concealed.	Yes
<p><i>11) A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment.</i></p>	An illuminated signage curfew may be placed on the development consent if required.	
<p><i>12) Up-lighting of signs is prohibited. External lighting of signs is to be downward pointing and focused directly on the sign and is to minimise the escape of light beyond the sign.</i></p>	No up lit signs are proposed.	Yes
<p><i>13) A maximum of one illuminated sign is permitted on each elevation of each building.</i></p>	A maximum of one illuminated sign will be on each elevation of each building.	Yes
<p><i>14) Illuminated signage shall be oriented away from residential receivers.</i></p>	N/A	N/A

Provision	Proposal	Compliance
4.2.9 Safety and Surveillance		
(1) <i>A Crime Risk Assessment Report must be prepared for the development of new buildings.</i>	A Crime Risk Assessment Report has been provided at Appendix M of the Submissions Report.	Yes
(2) <i>Buildings should be designed to overlook public domain areas and provide casual surveillance.</i>	Buildings are designed to overlook public domain areas and provide casual surveillance.	Yes
(3) <i>Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.</i>	Buildings entrances will be orientated towards the street.	Yes
(4) <i>Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.</i>	Appropriate lighting will be provided in accordance with Australian Standards.	Yes
(5) <i>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.</i>	The proposal will ensure clear sight lines and well lit routes between buildings in accordance with Australian Standards (AS).	Yes
(6) <i>Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.</i>	Landscaped areas have been designed to ensure a perceived level of safety.	Yes
4.2.10 Lighting		
(1) <i>Lighting details shall be provided as part of development applications.</i>	Lighting details have been provided within the EIS.	Yes
(2) <i>Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.</i>	Lighting will comply with AS.	Yes
(3) <i>Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of</i>	Lighting will comply with AS. Controls of lighting systems, including zoned switching, motion sensors and time clocks/ lighting sensors will be incorporated as appropriate.	Yes

Provision	Proposal	Compliance
<i>sensor lighting, both internally and externally, is encouraged.</i>		
<i>(4) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites or sensitive receivers, such as rural-residential areas.</i>	Lighting will comply with AS.	Yes
4.2.11 Fencing		
<i>(1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.</i>	Only palisade fencing is proposed to street frontages. Open style fencing will be provided.	Yes
<i>(2) Palisade fencing is encouraged.</i>	Noted. Use of chain-wire mesh fencing is limited to the site boundaries and the environmental corridor.	Yes
<i>(3) Solid fences above 1 metre in height are not permitted along street frontages.</i>	No fencing other than a low ornamental type will be erected at the front or secondary street site boundary.	Yes
<i>(4) No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.</i>	No fencing other than a low ornamental type will be erected at the front or secondary street site boundary.	Yes
<i>(5) High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line (refer to Figure 22). The design of the landscape setback should consider site security management.</i>	Security fencing is generally positioned amongst the landscape to recede into planting across the site. YLE is consistent with Mirvac AIE with security fencing along the Mamre Road interface which is along the site boundary. Refer Fencing Plan in Appendix A of the Submissions Report.	Generally compliant
4.3 Amenity		
4.3.1 Noise and Vibration		

Provision	Proposal	Compliance
<p>(1) <i>Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.</i></p>	<p>An updated Noise and Vibration Impact Assessment (NVIA) is provided as Appendix Q of the Submissions Report.</p>	<p>Yes</p>
<p>(2) <i>Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).</i></p>	<p>An NVIA is provided as Appendix Q of the Submissions Report.</p>	<p>Yes</p>
<p>(3) <i>An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods.</i></p>	<p>An NVIA is provided as Appendix Q of the Submissions Report.</p>	<p>Yes</p>
<p>(4) <i>An Acoustic Report shall be prepared for developments within 500m of rural-residential areas and other sensitive receivers, including educational establishments.</i></p>	<p>N/A</p>	<p>N/A</p>
<p>(5) <i>Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.</i></p>	<p>An NVIA is provided as Appendix Q of the Submissions Report.</p>	<p>Yes</p>

Provision	Proposal	Compliance
(6) <i>The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.</i>	An NVIA is provided as Appendix Q of the Submissions Report.	Yes
(7) <i>Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.</i>	Building design will incorporate noise amelioration features.	Yes
(8) <i>Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas</i>	N/A	N/A
(9) <i>Development shall comply with the relevant Australian Standards for noise and vibration.</i>	Development will comply with the relevant Australian Standards for noise and vibration.	Yes
(10) <i>A qualified acoustical consultant is to certify any acoustic design measures have been satisfactorily incorporated into the development at construction certificate stage and validate the criteria at occupation certificate stage.</i>	A qualified acoustical consultant will certify any acoustic design measures have been satisfactorily incorporated into the development at construction certificate stage and validate the criteria at occupation certificate stage.	Yes
4.3.2 Trading and Operating Hours of Premises		
(1) <i>The consent authority shall have regard to the likely impact of the trading hours of a particular activity on the amenity of adjoining sensitive receivers including rural-residential areas and educational establishments.</i>	The site is not in proximity to rural-residential areas and educational establishments.	Yes
4.3.3 Air Quality		
(1) <i>Any development likely to, or capable of, generating air emissions must comply with the Protection of the Environment Operations Act 1997 and associated regulations.</i>	An Air Quality Impact Assessment (AQIA) is submitted at Appendix JJ of the EIS.	Yes

Provision	Proposal	Compliance
(2) <i>An Air Quality and Odour Assessment is required for development that may have an adverse impact on local and regional air quality, including construction impacts on adjoining rural-residential areas.</i>	An AQIA is submitted at Appendix JJ of the EIS.	Yes
(3) <i>The Air Quality and Odour Assessment should be in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2017) and/or The Technical framework - assessment and management of odour from stationary sources in NSW (EPA 2006) and include but not be limited to: o Characterisation of all emissions; o Measures to mitigate air impacts, including best practice measures; and o Details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment.</i>	An AQIA is submitted at Appendix JJ of the EIS.	Yes
(4) <i>Developments that involve back up power generation of electricity with diesel equipment that has the capacity to burn more than 3 megajoules of fuel per second must include a best practice review of reasonable and feasible diesel emission reduction technology.</i>	No developments within the current estate are proposed to incorporate this requirement. Should this requirement be required for any customer specific needs, this will be assessed as part of subsequent development applications.	Yes
4.4 Earthworks and Retaining Walls		
4.4.1 Development on Sloping Sites		
(1) <i>Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.</i>	Site planning has responded to the natural topography of the site and protect vegetation, particularly where it is important to site stability. Given the industrial needs of the development, earthworks and benching are required.	Yes

Provision	Proposal	Compliance
(2) <i>Where practicable, site design shall balance cut and fill and minimise the extent of earthworks and need for retaining walls (refer Section 3.1).</i>	Where practicable, site design has balanced cut and fill and minimise the extent of earthworks and need for retaining walls.	Yes
(3) <i>A Geotechnical Report is to be submitted with applications proposing to change site levels.</i>	A Geotechnical Investigation is provided at Appendix Y of the EIS.	Yes
(4) <i>Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards.</i>	Excavation and fill will be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards	Yes
(5) <i>Level transitions must be managed between lots and not at the interface to the public domain.</i>	Level transitions have been managed between lots and not at the interface to the public domain.	Yes
(6) <i>Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level).</i>	Finished ground levels are generally less than 1m to the adjacent roads towards the western part of the YLE.	Yes
(7) <i>Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. An indicative tiered retaining wall is shown in Figure 23. The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m.</i>	Tiered landscaped retaining walls are proposed to Warehouse 1 and 3 where level differences exceed 1.0m.	Yes
(8) <i>The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped.</i>	All retaining walls are setback at least 2m into the property boundary and suitably landscaped. Refer to the landscaping plans at Appendix G for landscaping details.	Yes
(9) <i>The highest retaining wall element is to be suitably fenced for safety.</i>	All retaining walls will include suitable fencing for safety.	Yes

Provision	Proposal	Compliance
<i>(10) Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.</i>	Imported fill materials are guided by the Imported Fill Protocol at Appendix Z of the EIS.	Yes
<i>(11) Where possible, fill material should be sourced from within the Precinct.</i>	Fill material is to be sourced from within the Precinct and site where possible.	Yes
<i>(12) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.</i>	Site disturbance has been minimised as much as possible given the requirements of industrial land uses permissible under the IN1 General Industrial zone.	Yes
<i>(13) All retaining walls proposed for the site are to be identified in the development application for the proposed development.</i>	Details of all proposed retaining walls are provided in the updated Civil Drawings at Appendix J of the Submissions Report.	Yes
<i>(14) Retaining wall design and materials shall complement architectural and landscape design.</i>	Retaining wall design will complement architectural and landscape design.	Yes
<i>(15) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use.</i>	Topsoil will be preserved on site and suitably stockpiles and covered for re-use.	Yes
<i>(16) Earthworks in the floodplain must address Section 2.5 and Clause 33H of the WSEA SEPP</i>	Refer to the Mandatory Considerations Table at Appendix B of the EIS for assessment against Clause 33H of the WSEA SEPP.	Yes
4.4.2 Erosion and Sediment Control		
<i>(1) Development applications must include an Erosion and Sediment Control Plan (ESCP) prepared by a Certified Professional in Erosion and Sediment Control (CPESC).</i>	An Erosion and Sediment Control Plan is submitted at Appendix L of the EIS.	Yes
<i>(2) The ESCP is to be implemented under the supervision of a CPESC. The relevant consent authority will require the CPESC to regularly audit and certify that the works are suitable to protect Wianamatta-South Creek and its tributaries, including audit reports.</i>	The CEMP will include a requirement for supervision by the CPESC.	Yes

Provision	Proposal	Compliance
<p>(3) <i>Soil erosion and sediment control measures are to be provided on-site before the commencement of any earthworks or development activity, in accordance with the approved ESCP. These must be maintained throughout the course of construction until disturbed areas have been revegetated and the soil stabilised to the satisfaction of the relevant consent authority.</i></p>	<p>All erosions and sediment control measures will be installed in accordance with the ESCP at Appendix L of the EIS.</p>	<p>Yes</p>
<p>(4) <i>Development is to comply with the construction phase targets in Table 5.</i></p>	<p>Compliance with these construction phase targets will need to be demonstrated on the ESCP prepared that will be included in the CEMP.</p> <p>It is noted that within Table 5, there is a requirement that “Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised including all drainage systems.” This will need to be explicitly addressed within the CEMP to cover general lot areas, or other areas which are not shown to be landscaped at completion.</p>	<p>Yes</p>
<p>(5) <i>Erosion and sediment control measures are to be installed in accordance with best practice (including Managing Urban Stormwater – Soils and Construction and Best Practice Erosion and Sediment Control, IECA).</i></p>	<p>A Construction and Environmental Management Plan (CEMP) is to be prepared prior to commencement of any construction works to address measures required to be implemented prior to, during, and after works to minimise impacts on the environment. This CEMP will include a Sediment and Erosion Control Plan, prepared in accordance with the DCP.</p>	<p>Yes</p>
<p>(6) <i>The ESCP is to consider the following measures:</i></p> <ul style="list-style-type: none"> ▪ <i>Identify all areas likely to cause pollution of waterways from stormwater run-off and implement appropriate devices to stop the risk of pollution;</i> ▪ <i>Divert clean water around the construction site to prevent contamination;</i> 	<p>A Construction and Environmental Management Plan (CEMP) is to be prepared prior to commencement of any construction works to address measures required to be implemented prior to, during, and after works to minimise impacts on the environment. This CEMP will include a Sediment and Erosion Control Plan, prepared in accordance with the DCP.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Retain as much natural vegetation as possible and limit site disturbance;</i> ▪ <i>Control stormwater that enters the construction site from upstream;</i> ▪ <i>Divert stormwater from undisturbed upper slopes onto stable areas;</i> ▪ <i>Retain and stockpile all excavated topsoil for future landscaping;</i> ▪ <i>Prevent sediment/silt from entering adjoining property by installing sediment control devices at the low side of sites and wash down areas;</i> ▪ <i>Install high efficiency sediment basins to ensure compliance with the water quality target throughout the construction and building phases;</i> ▪ <i>Provide a single, stabilised entry/exit point to the site;</i> ▪ <i>Prevent sediment, including building materials, from reaching the road or stormwater system. Sediment is to be removed by sweeping, shovelling or sponging. Under no circumstances shall sediment be hosed;</i> ▪ <i>Where a work zone permit over public property is applicable, debris control devices are to prevent spillage of building materials into stormwater drains;</i> ▪ <i>Compact all drainage lines when backfilling;</i> ▪ <i>Connect downpipes to the stormwater system as early as possible;</i> ▪ <i>Revegetate all disturbed areas, after on-site works are completed; and</i> 		

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ <i>Maintain all sediment control devices during earthworks and construction</i> 		
<p>4.5 Waste Minimisation and Management</p>		
<p>(1) <i>Development applications shall include a Waste and Resource Recovery Management Plan (WRRMP)⁶ developed by an appropriate specialist. The WRRMP is to outline the waste likely to be generated by the development and methods of managing the generation, storage and disposal of wastes in an integrated way during construction and operation.</i></p>	<p>A Waste Management Plan has been provided as Appendix FF of the EIS.</p>	<p>Yes</p>
<p>(2) <i>The WRRMP should address the following matters:</i></p> <ul style="list-style-type: none"> ▪ <i>The types and volumes of waste and recyclables generated;</i> ▪ <i>Details of on-site storage and/or treatment of waste;</i> ▪ <i>Disposal of waste generated which cannot be re-used or recycled; and</i> ▪ <i>Ongoing management of waste during the operational phase of the development.</i> 	<p>Addressed within Section 4 of the Waste Management Plan in Appendix FF of the EIS.</p>	<p>Yes</p>
<p>(3) <i>Waste storage and collection areas should be:</i></p> <ul style="list-style-type: none"> ▪ <i>Flexible in their design to allow for future changes in the activities and tenancies;</i> ▪ <i>Located away from primary street frontages, where applicable;</i> ▪ <i>Suitably screened from public areas to minimise noise, odour and visual impacts;</i> ▪ <i>Designed and located to consider possible traffic hazards (pedestrian/vehicular);</i> 	<p>Addressed within Section 5.3 and Section 6.3 of the Waste Management Plan in Appendix FF of the EIS.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<ul style="list-style-type: none"> ▪ Accessible to collection vehicles; ▪ Compatible with the collection service(s) to be used; and ▪ Designed to encourage the separation of materials. 		
<p>(4) <i>The design of waste storage and collection areas must consider:</i></p> <ul style="list-style-type: none"> ▪ <i>Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers;</i> ▪ <i>Placing food scraps in specialised containment bins, with regular collection;</i> ▪ <i>Providing refrigerated garbage rooms where there are large quantities of perishable wastes and infrequent collections; and</i> ▪ <i>Placing clinical or hazardous and liquid waste in specialised containment bins for collection by specialised services.</i> 	<p>Collection points for each building designed to be flexible and accommodate changes to use of warehouses/buildings. Internal management of waste for warehouses generally addressed the Waste Management Plan provided in Appendix FF of the EIS.</p> <p>Specific measures to be addressed in a separate DA if changes to the intended use.</p>	Yes
<p>(5) <i>Grease traps must be provided where there is a likelihood of liquid waste entering the drainage system (contact Sydney Water to obtain trade waste requirements).</i></p>	<p>Grease traps will be provided where there is a likelihood of liquid waste entering the drainage system.</p>	Yes
<p>(6) <i>For communal storage/collection facilities, each tenant should have a designated area.</i></p>	<p>Each tenant has a designated waste collection/ storage area.</p>	Yes
4.6 Access and Parking		
4.6.1 Parking and Manoeuvring Areas		
<p><i>Provision of Parking Spaces</i></p> <p>(1) <i>On-site car parking is to be provided to a standard appropriate to the intensity of the proposed development as set out in Table 11. Parking is to meet AS 2890 and AS 1428.</i></p>	<p>Table 12 outlines minimum parking rates and the proposal provides the required amount of parking.</p>	Yes

Provision	Proposal	Compliance
(2) <i>For activities not identified in Table 11, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) and AS 2890 should be referred to as a guide.</i>	<p>Stage 1 activities are included in Table 12. Future DAs will refer to Table 12 of the DCP and or TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) and AS 2890.</p> <p>Stage 2 activities are included in Table 12. Future DAs will refer to Table 12 of the DCP, noting that the site has been designed to accommodate warehousing development.</p>	Yes
(3) <i>Car parking and associated internal manoeuvring areas provided over and beyond the requirements of this DCP shall be calculated as part of the development's gross floor area.</i>	The DCP outlines minimum parking rates. The development provides the required amount of parking.	Yes
<i>Design of Parking and Manoeuvring Areas</i>	The design of all car parks will comply with the relevant Australian Standards.	Yes
(4) <i>The design of car parks and spaces must comply with the relevant Australian Standards.</i>		
(5) <i>The movement of pedestrians throughout the car park shall be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles.</i>	The movement of pedestrians throughout the car park is clearly delineated and will be visible for all users of the car park to minimise conflict with vehicles.	Yes
(6) <i>Car parking areas for heavy vehicles should be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated. Permeable paving materials should be used where practicable.</i>	The design of car parking areas for heavy vehicles will be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated.	Yes
(7) <i>The design of parking and access areas is to address WSUD principles (refer Section 2.4), including the use of permeable pavement materials in light vehicle parking areas.</i>	The design of parking and access areas has been designed with reference to WSUD principles.	Yes
(8) <i>Parking areas should incorporate dedicated parking bays for electric vehicle charging.</i>	Inground provisions will be made for 100% of parking space to be converted into electrical vehicles charging in the future.	Yes

Provision	Proposal	Compliance
	GPT is committed to providing a minimum amount of dedicated charging bays to achieve 5 Star Green Star.	
(9) <i>Vehicle access is to be integrated into the building design as to be visually recessive.</i>	Vehicle access is integrated into the building design as to be visually recessive.	Yes
(10) <i>Vehicular access must be swept path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.</i>	The design has been swept path tested for the largest vehicle for both 30m and 36.5m vehicles. The design complies.	Yes
(11) <i>Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas.</i>	Design complies – standard trucks can perform U-turn manoeuvres without impacting on loading bays. Note some truck manoeuvres for large vehicles (i.e. 30m truck turning) may impact on utilising other loading bays – however, as is standard practice, the loading activities, will be managed via a Loading Dock Management Plan.	Yes
(12) <i>Internal directional signs are to be provided to assist site visitors in locating parking areas.</i>	Internal directional signs will be provided.	Yes
(13) <i>Car park design is to promote passive surveillance, incorporate active measures (e.g. cameras and security patrols) where necessary, and minimise dark areas through lighting.</i>	Car park design promotes passive surveillance.	Yes
(14) <i>Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.</i>	Gates can be accessed from entry side of driveway	Yes
(15) <i>Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.</i>	All vehicles can enter and exit in a forward direction for Warehouse 1 and 4. GPT seeks a minor variation for the remaining warehouses due to the lot positions and fire trail requirements.	Minor variation

Provision	Proposal	Compliance
(16) <i>Visitor parking should be provided outside the secured parking areas.</i>	All sites are secure and can only be accessed when open and operating	Yes
(17) <i>The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles.</i>	Entry to staff/visitor parking has been designed to provide safe separation from loading dock circulation areas for heavy vehicles.	Yes
(18) <i>Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).</i>	No vehicular ramps exceeding 20% are proposed.	Yes
(19) <i>Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.</i>	The proposal provides on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	Yes
(20) <i>All loading and unloading areas are to be:</i> <ul style="list-style-type: none"> ▪ <i>Integrated into the design of developments;</i> ▪ <i>Separated from car parking and waste storage and collection areas;</i> ▪ <i>Located away from the circulation path of other vehicles; and</i> ▪ <i>Designed for commercial vehicle circulation and access.</i> 	All loading areas are separated from car parking and waste storage and collection areas. Loading areas have separate entry points designed to minimise conflict with cars. Loading areas have separate entry points designed to minimise conflict with cars.	Yes
(21) <i>Vehicular access to the loading / unloading area(s) is preferred off rear lanes, side streets and right of ways. Where appropriate, consider a single vehicular access point for the loading/unloading area(s) and waste collection area(s).</i>	Noted.	Yes
(22) <i>Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.</i>	Car park surfaces will consist of finishes that minimise heat retention.	Yes
(23) <i>Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable.</i>	Potential entrapment points have been avoided.	Yes

Provision	Proposal	Compliance
<p>(24) <i>Access, parking, manoeuvring and loading facilities shall be in accordance with AS 2890 and Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 12. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments.</i></p>	<p>Access, parking, manoeuvring and loading facilities shall be in accordance with AS and relevant guidelines.</p>	<p>Yes</p>
<p><i>Bicycle Parking, Facilities and Storage</i></p> <p>(25) <i>The following bicycle destination facilities for staff are to be provided:</i></p> <ul style="list-style-type: none"> ▪ <i>For ancillary office and retail space with a gross floor area over 2500m², at least 1 shower cubicle with ancillary change rooms;</i> ▪ <i>For industrial activities with a gross floor area over 4000m², at least 1 shower cubicle with ancillary change rooms;</i> ▪ <i>Change and shower facilities are to be located close to the bicycle storage areas; and</i> ▪ <i>Where the building is strata-titled, the facilities are to be available to all occupants.</i> 	<p>Bicycle parking, facilities and storage will be allocated once tenant requirements are confirmed and number of employees are known.</p>	<p>Yes</p>
<p>(26) <i>Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle.</i></p>	<p>Bicycle parking, facilities and storage will be allocated once tenant requirements are confirmed and number of employees are known. They will be in convenient locations, visible, secure, and provide weather protection for the bicycle.</p>	<p>Yes</p>
<p>4.6.2 Driveways</p>		

Provision	Proposal	Compliance
<p><i>The road access to the site must provide for safe entry and exit, with appropriate traffic sight distance. All vehicles should enter/exit the site in a forward direction.</i></p>	<p>The proposed road network, driveway locations and building designs have ensured appropriate traffic sight distance with all vehicles able to enter and exit the site in a forward direction.</p>	<p>Yes</p>
<p><i>2) Driveways and access roads shall be designed in accordance with AS2890.1 and 2 - 2004.</i></p>	<p>Driveway crossing and access roads are designed in accordance with the provisions of AS2890.1 and 2 - 2004</p>	<p>Yes</p>
<p><i>3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development.</i></p>	<p>The design of driveways has considered traffic volumes on the surrounding road network and to and from the development.</p>	<p>Yes</p>
<p><i>4) Driveways should be:</i></p> <ul style="list-style-type: none"> ▪ <i>Provided from lanes and secondary streets rather than the primary street;</i> ▪ <i>Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;</i> ▪ <i>Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways;</i> ▪ <i>Located to minimise amenity impacts to adjacent rural-residential development;</i> ▪ <i>Designed to avoid direct access across a site boundary with a major road. Auxiliary lanes (deceleration and acceleration) may need to be provided to minimise conflicts between entering / leaving traffic and fast moving through traffic; and</i> ▪ <i>For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right</i> 	<p>Driveways have been provided to ensure smooth vehicular movements. Appropriate sight distances and distances from intersections have been provided.</p>	<p>Yes</p>

Provision	Proposal	Compliance
<i>turn movements would obstruct traffic.</i>		
<i>Driveway widths must have swept turning paths tested for larger vehicle types such as 30m PBS Level 2 Type B vehicles and 36.5m PBS Level 3 Type A vehicles where appropriate.</i>	Design complies – the largest vehicle expected to access the warehouse lots are 30m PBS Level 2 vehicles.	Yes
<i>6) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.</i>	Design complies	Yes
<i>7) Driveways are to be sealed from the public road up to the parking areas.</i>	All driveways will be sealed from the public road up to the parking areas.	Yes
<i>8) New allotments must have direct access to dedicated public roads</i>	All development lots will have access to the proposed Access Road and Local Industrial Road which will be dedicated to Council.	Yes
5. Other Developments		
5.1 Employment Service Hubs		
<p><i>(1) Indicative locations for employment service hubs are identified in the Mamre Road Precinct Structure Plan (refer Figure 2). An alternate location for an employment service hub may be considered, if:</i></p> <ul style="list-style-type: none"> ▪ <i>It is located at least 1km from other existing and/or planned employment service hubs; and</i> ▪ <i>It does not preclude the provision of an employment service hub in a more accessible location.</i> 	The site is not identified at an indicative location for an employment service hub on the Mamre Road Precinct Structure Plan.	N/A
<i>(2) Development applications must demonstrate that the size, function and proposed use serves the daily convenience needs of the workforce in the zone or is for the benefit of the local workforce and businesses.</i>	N/A	N/A
<i>(3) Employment service hubs must not have an unreasonable impact on the viability of any other nearby</i>	N/A	N/A

Provision	Proposal	Compliance
<i>established centre within an industrial or business zone.</i>		
<i>(4) Uses are to be located within the primary street frontage to generate activity and interest on the street.</i>	N/A	N/A
<i>(5) Active transport paths and bicycle parking should be prioritised and incorporated into the design of the development.</i>	N/A	N/A
<i>(6) The built form should address co-located open space areas.</i>	N/A	N/A
<i>(7) Outdoor furniture and shading shall be provided.</i>	N/A	N/A