Mamre Road Precinct DCP Compliance Table

Edge Estate

155-251 & 141-153 Aldington Road, Kemps Creek

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26 September 2023 | 2230528

Contents

2.0 Precinct Planning Outcomes

2.1 Mamre Road Precinct Structure Plan

Control	Compliance	Assessment
1) Development applications are to be generally consistent with the Precinct Structure Plan (Figure 2), the water cycle management strategy and local road network strategy.	**Y**	The amended development is consistent with the general arrangement of the Structure Plan as it: • Supports an industrial land use in accordance with the Plan; • Provides an appropriate transitional buffer at the interface of the development with the adjoining rural-residential land to the east; • Includes a local road layout that is generally consistent with the network strategy and hierarchy in the DCP; and • Includes a water cycle management strategy that will enable the development to meet the DCP targets.
2) 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.	**Y**	The amended development remains consistent with the Precinct Vision for the following reasons: • It proposes a land use (*Warehouse and distribution centre*s) on large, consolidated lots to support the extension of the Western Sydney Employment Area; • It does not directly interface with existing educational or rural-residential land so and thus does not generate any adverse environmental impacts to these more sensitive receivers; • The specialist technical studies that support the development have considered cumulative impacts and staging of development with regard to potential interim and long-term environmental impacts; and • The proposed development is generally consistent with the objectives and controls of the Mamre Road Precinct Development Control Plan (MRP DCP) and Structure Plan and is not considered to create any significant cumulative or precedent implications for existing and planned infrastructure, and services and amenities provision.
3) Proposed variations to the general arrangement of the Structure Plan must be consistent with the Precinct Vision, to the satisfaction of the consent authority.	**Y**	The amended development remains consistent with the Structure Plan and therefore the Precinct vision for the Mamre Road Precinct.

2.2 Biodiversity

Control	Compliance	Assessment
2.2.2 Biodiversity Certification		
1) Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.	**Y**	The amended development site does not contain any land the zoned RE2 Public Recreation and E2 Environmental Conservation. The Biodiversity Impact Assessment (**Appendix Y**) provides appropriate mitigation measures to manage any adverse impacts on natural areas or habitat. Avoidance of construction impacts on biodiversity values (within certified lands) cannot be avoided due to need to: • Undertake substantial earthworks and relevelling of the land surface due to topographical constraints that preclude development suitable for industrial use (as the zoning intends); and • Provide finished development levels that match future arterial, local and distributor roads.
2) Development applications for land that has the potential to impact biodiversity prior to the approval of the CPCP are to be accompanied by a Biodiversity Development Assessment Report.	**N/A**	Not applicable. The amended development site is certified as urban-capable under the CPCP.
3) 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).	**Y**	There are no feasible alternatives available to avoid impacts on native vegetation. The Biodiversity Impact Assessment (**Appendix Y**) provides appropriate mitigation measures to manage any adverse impacts on natural areas or habitat.
4) A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.	**Y**	A Weed Eradication and Management Plan is provided at **Appendix Z**.
2.2.3 Biodiversity Conservation and Management		
Environmental Conservation and Recreation Zones – Blue-Green Network		
1) Minimise clearing of native vegetation within the blue-green network, which comprises land zoned E2 Environmental Conservation, RE1 Public Recreation, RE2 Private Recreation and riparian corridors. Note: Clause 33K of WSEA SEPP also applies.	**N/A**	Not applicable. The amended development site does not contain any land the zoned RE2 Public Recreation and E2 Environmental Conservation.
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.		

Control	Compliance	Assessment
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.		
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. *Table 3. Prescribed building setbacks for specific threatened species* ***Species*** / ***Setback control*** *Grey-headed flying fox* — *Grey-headed flying fox camp requires 100m setback to any buildings and development. The setback area should be maintained free of flying fox roosting habitat.* *Raptors* — *Raptor nests require a 500m circular setback from where nests are located in extensive undisturbed bushland. Where nests are located closer to existing developments, a minimum circular setback distance of 250m should be* ***Capable of compliance*** *maintained along with an undisturbed corridor at least 100m wide extending from the nest to the nearest foraging grounds.*		
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.	**Y**	All APZs, roads and stormwater detention basins are located wholly within the amended development site which is wholly zoned IN1 General Industrial.
General Biodiversity Management		
6) 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.	**Y**	The Biodiversity Impact Assessment (**Appendix Y**) provides appropriate mitigation measures to manage any adverse impacts on natural areas or habitat

Control	Compliance	Assessment
7) 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	**Y**	The existing site has very sparsely located trees and vegetation. The amended development landscaping includes the planting of approximately 2,500 trees which will adequately replace the trees and vegetation proposed to be remove. Refer to the Landscape Drawings (**Appendix H**).
8) Mitigation for threatened ecological communities is to be undertaken in accordance with: • *Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC; and,* • *Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).*	**Y**	The Biodiversity Impact Assessment (**Appendix Y**) provides appropriate mitigation measures to manage any adverse impacts on natural areas or habitat
9) Where practical, prior to development commencing, applicants are to: • *Provide for the appropriate re-use of native plants (including but not limited to seed collection) on site and re-use of topsoil that contains known or potential native seed bank;* • *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* • *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.*		
10) 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).	**Y**	A Weed Eradication and Management Plan is provided at **Appendix Z**.
11) 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.		
12) 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		

Control	Compliance	Assessment
are to reduce the risk of secondary poisoning (e.g. from Pindone or second generation rodenticides).		
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.	**Noted**	-
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.	**Y**	The proposed lighting will be designed to avoid light spill. An indicative lighting location plan has been prepared, refer to the Architectural Drawings (**Appendix D**).
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.	**Y**	Appropriate lighting will be used for the Proposal in accordance with the relevant Australian Standards and MRPDCP requirements.
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.	**N/A**	Not applicable. The amended development site is not directly adjacent to any Environmental Conservation and Recreation land.
17) Ensure appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.	**Y**	Construction fencing will be present during construction that will mitigate risk of vehicle strike during construction. Appropriate mitigation strategies will be implemented for the proposed road works and detailed within the Construction Certificate Drawings.
18) 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.	**N/A**	Not applicable. The amended development site is not directly adjacent to any Environmental Conservation and Recreation land.
19) Ensure movement of fauna is facilitated within and through wildlife corridors by: • *Ensuring that activities do not create barriers to the movement of fauna along and within wildlife corridors;* • *Separating fauna from potential construction hazards through the pre-construction and construction process.*	**Y**	The amended development will not interfere with the movement of fauna.

Control	Compliance	Assessment
20) 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).	**N/A**	Not applicable.

2.3 Riparian Land

Control	Compliance	Assessment
1) 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.	**N/A**	Not applicable. The site is not identified as containing a riparian corridor in Figure 2.
2) 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.	**Noted**	-
3) 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.	**Y**	Lot 10 DP 253503 is identified as containing a Strahler Order 2 waterway in the south-east corner. Refer to the Biodiversity Impact Assessment (**Appendix Y**).
4) 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.	**Y**	
5) Waterway crossings such as bridges are to be maintained to retain ecological connectivity and water quality	**N/A**	Not applicable. The site does not contain any bridges.
6) 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.	**N/A**	Not applicable. The amended development does not propose any roads across Strahler Order 2 or higher waterway.
7) 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	**Y**	The proposed stormwater management strategy is demonstrated as being compliant within the Water and Stormwater Management Plan (**Appendix R**). The basins (excluding areas of native grasses in between each basin and adjacent large canopy plantings) cover 2.82 ha, which is substantially more than that required under the NRAR guidelines. Refer to the Biodiversity Impact Assessment (**Appendix Y**).

Control	Compliance	Assessment
for Controlled activities on waterfront land - riparian corridors (May 2018).		
8) All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
9) The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
10) Riparian areas along Kemps Creek and Ropes Creek shall retain proteaceae shrubs providing habitat and connectivity for the Eastern Pygmy Possum Cercartetus nanus.	**N/A**	Not applicable.
11) 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.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
12) The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines.	**Y**	Complies.
13) Private and public fencing should avoid intersecting across riparian corridors.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
14) Bushfire asset protection zones should be located outside the vegetated riparian zones.	**Y**	Complies. Refer to the Bushfire Assessment (**Appendix FF**).
15) 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 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: • *Respond to the hydrological regime of the drainage area for watercourse treatments;* • *Replicate the natural watercourse through creation of a meandering channel;* • *Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings;*	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**) and Biodiversity Impact Assessment (**Appendix Y**).

Control	Compliance	Assessment
• *Minimise ongoing maintenance through channel and stream bed design;* • *Establish functional riparian zones and natural stream channels;* • *Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions;* • *Minimise damage to channel banks and vegetation from storm flow events; and* • *Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.*		
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.	**Y**	The development does no impact any key fish habitat.
17) 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.	**N/A**	Not applicable. The site is not within 3km of WSA.
18) Dams proposed for retention must be subject to a geotechnical investigation to determine the safety of the structure with respect to surrounding land uses.	**Y**	No dams are proposed for retention.
19) 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.	**Y**	Complies.

2.4 Integrated Water Cycle Management

Control	Compliance	Assessment
Waterway health and Water Sensitive Urban Design		
1) 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 buildings within the estate, which may be the subject of future applications.	**Y**	Compliance with the stormwater targets is demonstrated within the Water and Stormwater Management Plan (**Appendix R**).
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.		
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.	**Y**	Details of the adoption WSUD measures are demonstrated within the Water and Stormwater Management Plan (**Appendix R**).
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.		
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, 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.		

Control	Compliance	Assessment
6) Development must not adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.	**Y**	The proposed development will not adversely impact soil salinity or sodic soils.
7) 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).	**Y**	Infiltration of collected stormwater is not proposed.
8) Where development is not serviced by a recycled water scheme, at least 80% of its nonpotable demand is to be supplied through allotment rainwater tanks.	**Y**	In both Phase 1 and Phase 2 of the interim stormwater management plan rainwater tanks will meet at least 80% demand for non-potable water. Refer to the Water and Stormwater Management Plan (**Appendix R**).
9) Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: • *Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water;* • *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 tanks with recycled water unless approved by Sydney Water; and* • *Design recycled water reticulation to standards required by the operator of the recycled water scheme.*	**Y**	The ultimate stormwater management strategy will meet the specified criteria. Refer to the Water and Stormwater Management Plan (**Appendix R**).
Trunk Drainage Infrastructure		
10) Indicative naturalised trunk drainage paths are shown in Figure 4.	**Noted**	-
11) Naturalised trunk drainage paths are to be provided when the: • *Contributing catchment exceeds 15ha;or* • *1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019;* *unless otherwise agreed by the consent authority.*	**Y**	Complies.
12) 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.	**Y**	Complies.
13) Naturalised trunk drainage paths shall be designed to:	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix Q**).

Control	Compliance	Assessment
• *Contain the 50% AEP flows from the critical duration event in a low flow natural invert;* • *Convey 1% AEP flows from the critical duration event with a minimum 0.5m freeboard to applicable finished floor levels and road/driveway crossings; and* • *Provide safe conveyance of flows up to the 1% AEP flood event.*		
14) Where naturalised trunk drainage paths traverse development sites, they may be realigned to suit the development footprint, provided that they: • *Comply with the performance requirements for flow conveyance and freeboard; o Are designed to integrate with the formed landscape and permit safe and effective access for maintenance;* • *Do not have adverse flood impacts on neighbouring properties; and* • *Enter and leave the development site at the existing points of flow entry and exit.*	**Y**	The amended development proposes to realign the western trunk drainage line to be more efficiently aligned. Refer to **Section 6.5.3** of the Amendment Report.
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.	**Noted**	-
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.	**Y**	Complies. Refer to the Water and Stormwater Management Plan (**Appendix R**) and Civil Drawings (**Appendix G**).
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.	**Y**	The proposed earthworks, as part of the amended development, comprise the most contextually and economically appropriate design in consideration of the above requirements. Whilst boundary retaining walls to the north, south and west are required, they are minimised and located outside of the public domain. Due to the steep topography, some walls are more than 10m high along the northern boundary. Interface design with the adjoining Dexus development in the north has also been considered to ensure the most economical and environmentally sustainable solution is achieved.
18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.	**N/A**	Not applicable.
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		

Control	Compliance	Assessment
drainage infrastructure where suitable arrangements are in place for the delivery of trunk infrastructure (to the satisfaction of the relevant Water Management Authority).		
20) Stormwater drainage infrastructure, upstream of the trunk drainage, is to be constructed by the developer of the land considered for approval.	**Y**	Complies.
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.	**Y**	Complies.
22) All proposed development submissions must clearly demonstrate via 2-dimensional flood modelling that: – *1) Overland flow paths are preserved and accommodated through the site;* – *2) Runoff from upstream properties (post development flows) are accommodated in the trunk drainage system design;* – *3) 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;* – *4) There is no concentration of flows onto an adjoining property; and* – *5) No flows have been diverted from their natural catchment to another.*	**Y**	Refer to the Flood Impact Assessment prepared by Stantec (**Appendix Q**).

2.5 Flood Prone Land

Control	Compliance	Assessment
1) 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	**Y**	A comprehensive Flood Impact Assessment (FIA) and Flood Risk Assessment (FRA) have been prepared for 155-251 Aldington Road, Kemps Creek. The FRA and FIA have been undertaken using a hydrological and floodplain model assembled for the study. The 2020 Wianamatta (South) Creek Catchment Flood Study assesses mainstream flooding only which is downstream of the site. The level of sub-catchment discretisation adopted by Advisian was far too coarse for the purpose of this assessment. For assessment purposes, the hydrological modelling approach which was adopted is compatible with the 2015 South Creek flooding assessments which were

Control	Compliance	Assessment
Flood Prone Land Policy and Floodplain Development Manual. The FIRA shall determine: • *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);* • *Flood Function (floodways, flood fringe and flood storage areas);* • *Flood Hazard; and* • *Flood constraints, including evacuation constraints (if applicable).*		based on ARR1987. The adopted initial loss = 15 mm and continuing loss = 1.5 mm/h were the same as adopted by WMAwater, 2012 for the Upper South Creek catchment.
2) The FIRA shall adequately demonstrate to the satisfaction of the consent authority that: • *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.*	**Y**	• The flood levels, velocities and hazards assessed under Benchmark Conditions for 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI flood levels and PMF are mapped in the 2022 FRA Report. The flood levels, velocities and hazards assessed under Masterplan Conditions for 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI flood levels and PMF are mapped in this Report. All these Figures disclose negligible adverse impacts on flood levels downstream of the subject property in the 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI and PMF events. • Under Masterplan Conditions all flows up to the 500 yr ARI are conveyed through the project site without interacting with proposed warehouses. • This requirement is noted notwithstanding the project site is higher than the Kemps Creek / South Creek PMF levels. A Flood Emergency Response Plan (FERP) can be prepared if needed to respond to flood risk in extreme floods approaching the PMF. • While requirement is noted the project site is not subject to mainstream PMF flooding from Kemps Creek or South Creek. The project site is partially inundated by overland flows in a local maximised PMF (not the catchment-wide PMF which gives flows far lower than the local maximised PMF overland flows). • The flood modelling has informed the site layout and platform levels. • Sea level rise is not a relevant consideration. The 200 yr ARI and 500 yr ARI floods are surrogates for 100 yr ARI floods with climate change rainfall increases under RCP4.5 and RCP8.5 conditions. • There is no fencing proposed across overland flowpaths
Flood Constraints		
3) 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.	**Y**	The site is higher than the Kemps Creek / South Creek PMF levels and accordingly no development is proposed in mainstream floodways, flood storage or flood fringe areas. Flood function not mapped for overland flowpaths through the project site. Under Masterplan Conditions all flows up to the 500 yr ARI are conveyed through the subject property without

Control	Compliance	Assessment
		interacting with proposed warehouses. The 500 yr ARI flood is a surrogate for 100 yr ARI floods with climate change rainfall increase under RCP8.5 conditions.
4) 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'.	**Y**	Flood function was not mapped for overland flowpaths through the project site. Under Masterplan Conditions all flows up to the 500 yr ARI are conveyed through the project site without interacting with proposed warehouses.
Subdivision		
5) Subdivision of land below the flood planning level will generally not be supported.	**Y**	The proposed platform levels comply with the requirement.
6) Subdivision must comply with Designing safer subdivisions guidance on subdivision design in flood prone areas 2007 (Hawkesbury-Nepean Floodplain Management Steering Committee).	**Y**	The subdivision guidance relates to development on the mainstream Hawkesbury –Nepean floodplain. The project site is higher than the Kemps Creek / South Creek PMF levels.
New Development		
7) Finished floor levels shall be at 0.5m above the 1% AEP flood.	**Y**	It is expected that development will comply with this requirement.
8) 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).	**Y**	This requirement is noted notwithstanding the project site is higher than the Kemps Creek / South Creek PMF levels. A Flood Emergency Response Plan (FERP) can be prepared if needed to respond to flood risk in extreme floods approaching the PMF.
Storage of Potential Pollutants		
9) Potential pollutants stored or detained on-site (such as on-site effluent treatment plants, pollutant 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.	**Y**	Any potential pollutants stored or detained on-site shall be stored above the 1% AEP flood level.
Overland Flow Flooding		
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.	**Y**	The flood levels, velocities and hazards assessed under Benchmark Conditions for 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI flood levels and PMF are mapped in the 2022 FRA Report. The flood levels, velocities and hazards assessed under Masterplan Conditions for 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI flood levels and PMF are mapped in this Report. All these Figures disclose negligible adverse impacts on flood levels and velocities downstream of the subject property in the 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI and PMF events.

Control	Compliance	Assessment
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.	**Y**	A chain of basins and a trunk drainage channel are proposed to convey runoff through the subject property, refer to the Civil Drawings (**Appendix G**). The basins are proposed to achieve no increase in peak flow from development within the site up to the 1% AEP event.
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.	**Y**	A series of OSD basins are incorporated into the development. Refer to the Water and Stormwater Management Plan (**Appendix R**).
13) Stormwater basins are to be located above the 1% AEP.	**Y**	The site is higher than the Kemps Creek / South Creek PMF levels. Consequently, the basins are located outside of the mainstream flood extents. The stormwater basins are intended to reduce peak outflows from developed lots to no greater than existing conditions in events from 50% AEP up to 1% AEP.
14) Post-development flow rates from development sites are to be the same or less than predevelopment flow rates for the 50% to 1% AEP events.	**Y**	Refer to the Flood Impact Assessment (**Appendix Q**).
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.	**Y**	Refer to the Flood Impact Assessment (**Appendix Q**).
Filling of Land At or Below the Flood Planning Level		
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.	**Y**	The site is higher than the Kemps Creek / South Creek PMF levels and accordingly no filling is proposed within the mainstream PMF.
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: *The below criteria have been addressed in detail in the supporting FIRA;* • *The purpose for which the filling is to be undertaken is adequately justified;* • *Flood levels are not increased by more than 10mm on surrounding properties;* • *Downstream velocities are not increased by more than 10%;*	**Y**	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. The criteria are not applicable.

Control	Compliance	Assessment
• *Flows are not redistributed by more than 15%;* • *The cumulative effects of filling proposals is fully assessed over the floodplain;* • *There are alternative opportunities for flood storage;* • *The development potential of surrounding properties is not adversely affected;* • *The flood liability of buildings on surrounding properties is not increased;* • *No local drainage flow/runoff problems are created; and* • *The filling does not occur within the drip line of existing trees.*		

2.6 Aboriginal Cultural Heritage

Control	Compliance	Assessment
2.6 Aboriginal Heritage		
1) 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.	**Noted**	-
2) 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 Consultation Requirements for Proponents 2010) shall be completed to inform future assessment and approval requirements for the activity (if any).	**Y**	A Heritage Letter of Compliance has been prepared by Biosis and included at **Appendix BB** which provides clarification as to what Aboriginal heritage assessments have been undertaken across the amended development site area to date. The Aboriginal heritage reports are provided at **Appendix CC**.
3) 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).		

Control	Compliance	Assessment
4) 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).		
5) 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.	**Y**	As per Section 4.41 of the EP&A Act an Aboriginal Heritage Impact Permit (AHIP) under the National Parks and Wildlife Act 1974 (NPW Act) is not required for SSD projects authorised by a development consent. The proposed works may therefore proceed with caution in accordance with the provided recommendation, following SSD approval in accordance with the SSD consent conditions.
6) 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.	**N/A**	Not applicable.

2.7 Non-Aboriginal Cultural Heritage

Control	Compliance	Assessment
2.7 Non-Aboriginal Heritage		
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: • *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* • *May undermine or otherwise cause physical damage to a heritage item; or* • *Will otherwise have any adverse impact on the heritage significance of a heritage item within which it is situated.*	**Y**	A Heritage Letter of Compliance has been prepared by Biosis and included at **Appendix BB** which provides clarification as to what historical (non-Aboriginal) heritage assessments have been undertaken across the amended development site area to date. The applicable heritage reports are provided at **Appendix DD** and recommend that no further investigations be undertaken and the development proceeds with caution and includes appropriate mitigation measures.
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.	**N/A**	Not applicable. No heritage items are located on the site.

Control	Compliance	Assessment
3) In determining the curtilage of a heritage building, consideration is to be given to: • *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;* • *Outbuildings: A heritage building and its associated outbuildings should be retained on the same allotment; and* • *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.*		
4) 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: • *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. Increases in height shall be proportional to increased distance from the items;* • *Views and vistas to the heritage item from roads and other prominent areas are key elements in the landscape and shall be retained;* • *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* • *Curtilages shall be retained around all listed items sufficient to ensure that views to them and their relationship with adjacent settings are maintained.*	**Y**	The amended development will not impact the historical significance of any surrounding heritage items. Refer to heritage reports provided at **Appendix DD**.
5) 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 must not adversely impact upon the significant fabric of a heritage item.	**N/A**	Not applicable. No heritage items are located on the site.
6) 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.	**N/A**	Not applicable. No significant fences are identified on the site.

Control	Compliance	Assessment
7) New fences should either match as closely as possible the original fencing, or if the original fence type is not known, specifically relate to the architectural character and period of the existing heritage item with respect to design, materials, colour and height.		
8) New development shall not be sited in front of the front building line of the existing heritage item nor shall it extend beyond the established side building lines of the heritage item.	**N/A**	Not applicable. No heritage items are located on the site.
9) Vegetation around a heritage item shall be assessed for its value to the item and retained where required.		

2.8 Bushfire Prone Land

Control	Compliance	Assessment
1) 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).	**Y**	A Bushfire Assessment has been prepared by Peter Bushfire and included at **Appendix FF**. The amended development is classified as bushfire prone land – vegetation category 2 and the Bushfire Assessment has been prepared in accordance with the PBP.
2) A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land.		
3) 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.	**Y**	The amended development site is identified as bushfire prone land. Mitigation and protection measures would be implemented accordingly that are consistent with the PBP and outlined in the Bushfire Assessment (**Appendix FF**).
4) Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997.	**Noted**	-

2.9 Salinity

Control	Compliance	Assessment
1) Development applications shall include a detailed salinity analysis and Salinity Management Plan, noting the relatively low permeability and saline clay soils dominant in the area. The analysis is to consider	**Y**	A salinity assessment is included within the Geotechnical Investigation (**Appendix O**). The site is shown on the Salinity Potential Map for Western Sydney (DIPNR 200219) to lie within an area of moderate salinity potential, with high salinity potential in the vicinity of creek and drainage

Control	Compliance	Assessment
the stormwater management measures proposed in accordance with Section 2.4 to limit the mobilisation of salts in the catchment.		lines. Areas of moderate salinity generally consist of areas susceptible to saline affectation if disturbed particularly if saline groundwater / seepage is intercepted and / or if areas of water logging can occur. Typically scattered saline indicator vegetation occurs in these areas. PSM (201920) conducted salinity tests on eight clay samples (within 155-167, 169-181, 183-197, 199 and 201-217 Aldington Road) in accordance with Site Investigations for Urban Salinity (DLWC 200221). Six samples returned non-saline results and two returned moderately saline results.
2) Salinity investigations are to be conducted in accordance with the Local Government Salinity Initiative series by the former Department of Natural Resources (2002).		
3) 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.		
4) Disturbance to the natural hydrological system shall be minimised by maintaining good surface drainage and reducing water logging on the site.		
5) Groundwater recharge is to be minimised to the extent it does not adversely impact groundwater dependent ecosystems downstream.		
6) Construction techniques shall be employed that prevent structural damage to the development as a result of salinity (see Building in a Saline Environment).		
7) All works are to conform with the Western Sydney Salinity Code of Practice June 2003.		

2.10 Contaminated Land

Control	Compliance	Assessment
1) Prior to granting development consent, the consent authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use having regard to land contamination.	**Y**	In response to the Detailed Site Investigation (**Appendix M**) identifying contamination on the amended development site, a Remediation Action Plan (RAP) (**Appendix N**) has been prepared. It outlined the site can be made suitable for redevelopment subject to the successful implementation of the measures described in this RAP and the recommendations.
2) 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.	**Y**	A Detailed Site Investigation has been prepared by JBS&G and included at **Appendix M**.

Control	Compliance	Assessment
3) 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.		
4) 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.	**Y**	The RAP (**Appendix N**) conform to the requirements of the *Contaminated Sites Guidelines for the NSW Site Auditor Scheme (3rd Edition)* (EPA 2017) because they are: technically feasible; environmentally justifiable; and consistent with relevant laws policies and guidelines endorsed by NSW EPA.

2.11 Aviation Safeguarding

Control	Compliance	Assessment
1) An Aviation Safeguarding Assessment is to be submitted with development applications detailing compliance with aviation safeguarding measures and the controls outlined below. • *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. the species, size, quantity, flock behaviour (where applicable) and the particular times of day or year when the wildlife is likely to be present,* – *ii. whether any of the wildlife is a threatened species,* – *iii. 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.*	**Y**	An Aeronautical Impact Assessment prepared by Landrum & Brown and included **Appendix GG**.
Heights		
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	**Y**	The amended development will not infringe the PANS OPS surfaces at Western Sydney Airport (WSA), the lowest of which is approximately 200.6 m AHD. The amended

Control	Compliance	Assessment
navigation of aircraft. Buildings and any ancillary structures must not encroach into protected airspace.		developments maximum building heights is projected to be beneath 188 m AHD and therefore will not be any infringements of the PANS-OPS for WSA. Refer to the Aeronautical Impact Assessment prepared by Landrum & Brown (**Appendix GG**).
Noise		
3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.	**Y**	The amended development site is located inside the ANEC zone at stage 1 (Year 2050) and long term (Year 2063). The proposal site built warehouse is considered as 'Other Industrial' which can be accommodated within ANEF zones as per the Australian Standard (AS2021-2015). Refer to the Aeronautical Impact Assessment prepared by Landrum & Brown (**Appendix GG**).
Lighting		
4) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces.	**Y**	There are many existing potential sources of sun reflections in the area surrounding the site including large sheds and dams. The location of the amended development is not in the immediate vicinity of any of the proposed runways at WSA and therefore any reflections from the estate are unlikely to cause a hazard greater than what already exists today. The development site is located outside of the Lighting Intensity Zones and will not have any impact on the Airport operations from the risk of lighting and reflectivity distractions for pilots at Western Sydney Airport. The building and the cranes will not have risk of distractions to pilot from lighting in the vicinity of WSA airport. Refer to the Aeronautical Impact Assessment prepared by Landrum & Brown (**Appendix GG**).
Emissions		
5) Development must not generate emissions into the protected airspace.	**Y**	Planned activity within the estate is not likely to produce such an exhaust plume. Refer to the Aeronautical Impact Assessment prepared by Landrum & Brown (**Appendix GG**).
6) Any plumes do not: • *Have peak vertical velocities of more than 4.3m/sec.* • *Incorporate flares.*		
Wildlife Hazards		
7) Development must not attract wildlife which would create a safety hazard in the operations of the Airport.	**Y**	The amended development site is planned to be located is currently farm allotments and open vegetation paddocks. The industrial estate will consume a significant amount of this
8) All waste bins are to be designed and installed with fixed lids.		

Control	Compliance	Assessment
9) Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes.		grassland and farming activity, effectively reducing the amount of wildlife present in the area that could cause a hazard to overflying aircraft. The amended development site lies within the 8 km radius wildlife buffer zone (Area B). Within the 8km zone there are no "incompatible" uses that would normally align with an industrial precinct of the type understood to be foreseen at Aldington South Estate Development site. Specific building / lot uses may need to ensure that any "mitigate" and "monitor" actions are included. Refer to the Aeronautical Impact Assessment prepared by Landrum & Brown (**Appendix GG**).
10) Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event.		
Communications, Navigation and Surveillance Systems		
11) Development must not impact upon communication, navigation and surveillance systems.	**Y**	The closest part of the industrial estate at the development site is located approximately 8km from the likely location of ATC Communication facilities on the airport. The amended development will not have any impact upon the performance of ATC Communications systems installed at WSA. Refer to the Aeronautical Impact Assessment prepared by Landrum & Brown (**Appendix GG**).
12) 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	**Y**	

2.12 Development Adjacent to the Warragamba Pipelines

Control	Compliance	Assessment
1) Where development (including subdivision) is proposed adjacent to the Warragamba Pipelines corridor, applicants shall consult with Water NSW. Development is to be consistent with Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (WaterNSW). Any written requirements of Water NSW shall be submitted with the development application, including how the requirements have been addressed.	**N/A**	Not applicable. The amended development site is not located adjacent to the Warragamba Pipelines.
2) Prior written approval shall be obtained from Water NSW for any access required to the Warragamba Pipelines corridor during the investigation and construction phases.		
3) Access points to the Warragamba Pipelines corridor for Water NSW staff and contractors to carry out inspections and maintenance shall be retained or provided.		
4) Stormwater systems serving development adjacent to the Warragamba Pipelines shall be designed to ensure that stormwater does not enter the corridor.		

Control	Compliance	Assessment
5) Security fencing shall be provided, or existing security fencing retained along the length of development boundaries that directly adjoin the Warragamba Pipelines corridor.		
6) Road crossings should generally avoid the Warragamba Pipelines corridor. Any proposed road crossings shall be designed and located in accordance with Water NSW requirements.		
7) Earthworks (excavation or filling) and landscaping works carried out adjacent to or crossing the Warragamba Pipelines shall avoid damage to the infrastructure.		

2.13 Electricity Transmission Line Easements

Control	Compliance	Assessment
1) 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.	**Y**	Frasers Property has consulted with Transgrid in relation to the 60m wide electrical easement as travers across the sites frontage to Aldington Road. Consultation with Transgrid is provided at **Appendix MM** that demonstrates the amended development satisfies Transgrid's requirements. Specifically, transmission line pads have been provided approximately every 400m as per Transgrid's requirements.

2.14 Utilities Services

Control	Compliance	Assessment
1) 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.	**Y**	The Applicant has consulted with the relevant stakeholders in regards to service infrastructure. Refer to the Service Infrastructure Assessment prepared by Land Partners (**Appendix HH**) and **Section 5.0** of the Environmental Impact Statement (EIS). The Service Infrastructure Assessment prepared by Land Partners (**Appendix HH**) also outlines the existing service infrastructure and future service infrastructure requirements.
2) A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections.		

Control	Compliance	Assessment
3) 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.		
4) 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.		
5) 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.		
6) Electricity and telecommunication mains are to be placed underground.		
7) Where technically feasible, compatible public utility services shall be coordinated in common trenching to maximise cost-effectiveness.		
8) Premises are to be provided with high speed, high reliability telecommunications infrastructure (e.g. optic fibre or DSL technology).		
9) Applicants will be required to deliver water and sewer services upgrades (in accordance with current Sydney Water procurement guidelines) to meet the anticipated demand.		

2.15 Transport Investigation Areas

Control	Compliance	Assessment
Proposed Western Sydney Intermodal Terminal **This section applies to land identified as Transport Investigation Area marked "A" under Clause 33B of the WSEA SEPP.**		
1) Proposed development on land subject to the proposed Intermodal Terminal (refer to Section 3.4.2 and Figure 9) must make provision for the Intermodal Terminal and any road and rail access points..	**N/A**	Not applicable.
2) 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		

Control	Compliance	Assessment
Proposed Western Sydney Freight Line **This section applies to land identified as Transport Investigation Area marked "B" under Clause 33B of the WSEA SEPP.**		
3) 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.	**N/A**	Not applicable.
4) 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.		
5) The WSFL corridor is not to be compromised by development, including any key rail and road interfaces with the Intermodal Terminal.		
Classified Roads – Mamre Road and Proposed Southern Link Road **This section applies to the Mamre Road corridor and land identified as Transport Investigation Area marked "B" under Clause 33B of the WSEA SEPP.**		
6) 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.	**N/A**	Not applicable.
7) 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.		

3.0 Precinct and Subdivision Design

3.1 Subdivision

<table>
<tr><th>Control</th><th>Compliance</th><th>Assessment</th></tr>
<tr><td>Subdivision is to be in accordance with the controls in Table 8.
Table 8 – Subdivision controls
<table>
<tr><th>Subdivision element</th><th>Area</th><th>Control</th></tr>
<tr><td rowspan="2">Minimum Allotment Size</td><td>IN1 General Industrial</td><td>1000m^2</td></tr>
<tr><td>E2 Environmental Conservation</td><td>Single contiguous lot</td></tr>
<tr><td>Minimum Frontage</td><td>IN1 General Industrial</td><td>40m (excluding cul-de-sacs) and 35m minimum lot width at building line</td></tr>
</table></td><td>Y</td><td>The amended development complies with Table8, refer to the Architectural Drawings (Appendix D).</td></tr>
<tr><td>2) 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.</td><td>Y</td><td>The amended development site is identified to comprise precinct ridgelines/high points and is within a view corridor as identified in the Landscape features and visually sensitive locations map under the DCP. The proposed layout has been designed to respond to the landscape elements and view corridor relevant to the site.
The proposed subdivision has been designed in accordance with the bulk earthworks to enable contextually appropriate transition of level across the site, refer to the Civil Drawings (Appendix G).</td></tr>
<tr><td>3) 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.</td><td>Y</td><td>The amended development is predicted to result in the import of approximately 29,000m^3 of fill. In the context of over 1,300,000m^3 being moved within the site, the proposed cut and fill balance represents a balanced result. Refer to the Civil Design Report (Appendix P) and Civil Drawings (Appendix G).</td></tr>
<tr><td>4) Lots adjoining or containing watercourses are to maintain or establish native vegetation riparian corridors in accordance with Section 2.3.</td><td>Y</td><td>The amended development proposes stormwater basins connected by stormwater culverts within the Transgrid easements in response to Transgrid requiring structural transmission line pads approximately every 400m. An open trunk drainage channel is provided on the western side of the development.</td></tr>
</table>

Control	Compliance	Assessment
5) 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.	**N/A**	Not applicable.
6) Subdivision design is to facilitate the precinct road network and hierarchy.	**Y**	The proposed subdivision enables an efficient internal road network that is consistent with the MRP road network and hierarchy. Refer to the Civil Drawings (**Appendix G**).
7) Access to lots should be from local or collector industrial roads.	**Y**	Access to lots contain built form is proposed primarily from local industrial roads with some light vehicles proposed to access from the collector road ensuring strong separation between light and heavy vehicles.
8) 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.	**N/A**	Not applicable.

3.2 Views and Visual Impact

Control	Compliance	Assessment
1) 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.	**Y**	The amended development site fronts Aldington Road and includes a high quality landscape design. The site benefits from the 60m wide Transgrid easement which includes landscape planting and drainage basins that will not affect the transmission easement. The easement in combination with large canopy trees along the Aldington Road frontage and detail landscaping will enable a high-quality landscape character. Refer to the Landscape Drawings (**Appendix H**).
2) Site design shall retain visual connection with the blue-green network, ridge lines and vistas.		
3) The design of lots adjoining Mamre Road, Southern Link Road, and Aldington/Abbotts Road shall promote a high-quality landscape character.		
4) Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.	**Y**	The amended development has given careful consideration to scale and sitting of the amended development. The proposed bulk earthworks plan demonstrates the transitioning of the levels across the site in response to the natural topography creating a contextually appropriate response.
5) All retaining walls must include mature tree planting along the top of the retaining wall to mitigate the visual impact of buildings when	**Y**	All retaining walls will comprise planting at the top and bottom of the retaining walls. Refer to the Civil Drawings (**Appendix G**) and Landscape Drawings (**Appendix H**).

Control	Compliance	Assessment
viewed from sensitive locations (refer Figure 9). Sufficient deep soil shall be available to accommodate a mature screening tree.		

3.3 Interface with Mount Vernon Rural-Residential Area

Control	Compliance	Assessment
1) 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.	**N/A**	Not applicable. The site does not interface with the Mount Vernon Rural-Residential Area.
2) Landscape setbacks and treatments are to be in accordance with Section 4.2.3.		
3) 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.		
4) 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.		
5) 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.		
6) 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 staggered to ensure a continuous visual screen.		
7) At planting, trees within the sensitive interface area should be a minimum 2m in height.		

Control	Compliance	Assessment
8) Boundary fences within the sensitive interface area should be a minimum 1.8m in height.		
9) Site design shall minimise light spill to adjoining residential areas (refer Section 4.2.10).		
10) 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. *Note. Development applications must also address Section 4.3 Amenity of this DCP and Clause 23 of the WSEA SEPP.*		

3.4 Transport Network

Control	Compliance	Assessment
3.4.1 Road Network, Hierarchy and Design		
Traffic and Transport Assessments		
1) 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. *Note: Development identified in Schedule 3 of SEPP (Infrastructure) 2007 is referred to TfNSW (Column 2) or Council's Local Traffic Development Committee (Column 3), as required.*	**Y**	Refer to the Transport Management & Accessibility Management Plan prepared by Ason Group (**Appendix T**).
2) 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 a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).	**Y**	The amended development proposes to construction the proposed internal road network in one stage.
Road Network		

Control	Compliance	Assessment
3) 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/ Abbotts Road (distributor road) and an indicative internal industrial local and collector road network.	**Y**	Complies. Refer to the Civil Drawings (**Appendix G**).
4) Until the delivery of the connection of Aldington Road to the future Southern Link Road, all development accessed from Aldington Road and Abbotts Road is to be accessed via the southern end of Aldington Road/ Abbotts Road and Mamre Road. Access to the north via Bakers Lane is not permitted.	**Y**	All development accessed from Aldington Road and Abbotts Road is to be accessed via the southern end of Aldington Road/ Abbotts Road and Mamre Road.
5) 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.	**N/A**	Not applicable. No roads are proposed or designated along the site boundaries.
6) Internal local roads are to be designed to: • *Create a permeable network based on a modified grid system;* • *Provide access to and facilitate the development of adjoining properties;* • *Provide a pedestrian and cycle network that minimises travel distances and conflicts with industrial traffic;* • *Maximise connectivity to and from open space and employment service hubs;* • *Take account of topography, view corridors, site drainage, and vegetation;* • *Provide frontage to and maximise surveillance of open space and riparian corridors;* • *Provide views to landscape features and visual connections to activity nodes; and* • *Maximise the effectiveness of water sensitive urban design measures.*	**Y**	The proposed internal road network has been designed so as to maximise accessibility and connectivity with the surrounding locality. Pedestrian footpaths are also proposed on either side of the internal roadways. The proposed road layout will facilitate connection to the lots to the south as required by the DCP road network in Figure 12 of the MRP DCP.
7) Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal: • *Will not detrimentally impact on access to adjoining properties;* • *Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties;*	**N/A**	Not applicable. The proposed road network complies with the desired road network and hierarchy (refer Figure 12).

Control	Compliance	Assessment
• *Will not impede the orderly development of adjoining properties in accordance with the Structure Plan (Figure 2) and this DCP;* • *Does not restrict the ability to provide water, sewer, electricity and other essential services to adjoining properties; and* • *Includes written evidence of consultation with affected adjoining owners and agreement with these affected owners.*		
8) A public road is to adjoin land zoned RE1 Public Recreation along Wianamatta-South Creek precinct in accordance with Figure 12.	**N/A**	Not applicable.
9) 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.	**Y**	Access to the site has been designed with consideration to safety and traffic flow.
10) Direct vehicle access to Mamre Road, Southern Link Road and distributor roads (Aldington Road/ Abbotts Road) is not permitted.	**Y**	Complies. Access from Aldington Road is proposed to be via a signalised intersection with the proposed collector road with no direct on-lot access from Aldington Road.
11) All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement.	**Y**	Complies.
12) The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.	**Y**	Complies.
13) Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools.	**Y**	All heavy vehicles will avoid Bakers Lane and exit the MRP via Aldington Road / Abbotts Road / Mamre Road.
14) Internal road network intersections are to be provided at the following minimum intervals: • *Local to local industrial road – 40m-60m;* • *Local to collector/distributor road – 100-200m; and* • *Collector/distributor to sub-arterial – 400m-500m.* • *Accommodate heavy vehicle parking and manoeuvring areas;* • *Avoid conflict with staff, customer and visitor vehicular movements; and* • *Ensure satisfactory and safe operation with the adjacent road system.*	**Y**	Complies.

Control	Compliance	Assessment
15) Development shall, where appropriate, be designed to: • *Allow all vehicles to either leave or enter the site in a forward direction;* • *Accommodate heavy vehicle parking and manoeuvring areas;* • *Avoid conflict with staff, customer and visitor vehicular movements; and* • *Ensure satisfactory and safe operation with the adjacent road system.*	**Y**	The proposed layout of the amended development will enable safe access to all lots with all vehicles entering/exiting in a forward direction. Refer to the Architectural Drawings (**Appendix D**).
16) Development applications shall detail the volume, frequency and type of vehicle movements.	**Y**	Refer to the Transport Management & Accessibility Plan (**Appendix T**).
17) 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).	**Y**	Complies.
Road Design		
18) Road design is to address the Guide for Traffic Generating Development (former RTA 2002).	**Y**	Complies.
19) 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)..	**Y**	Complies. Refer to the Civil Design Report (**Appendix P**) and Civil Drawings (**Appendix G**).
20) 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	**Y**	Complies.
21) 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.	**Y**	Complies.
22) Road design shall consider arrangements for broken down vehicles and incident response.	**Y**	Complies.
23) 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: • *Public access to open space;* • *Function of the road;*	**Y**	Complies.

Control	Compliance	Assessment
• *Impact on existing vegetation;* • *Public amenity;* • *Public safety; and* • *Impact on ability to provide street tree planting.*		
24) Alternate road configurations may be considered in special circumstances where it can be demonstrated the following key principles can be achieved: • *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;* • *Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes:* • *Adequate on-street parking must be provided;* • *Adequate swept turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle;* • *Road widths must be set to minimise kerbside restrictions and regulatory signage;* • *Sufficient width must be provided for specialist drainage functions; and* • *Life cycle costs for construction and maintenance must be minimised.*	**N/A**	Not applicable. The proposed road configuration is consistent with the DCP as described above.
3.4.2 Western Sydney Intermodal Terminal and Freight Network		
1) Development is to enable the delivery of the Intermodal Terminal and dedicated freight network, as identified in Figure 17.	**Y**	The amended development will not preclude the delivery of the proposed freight network.
2) Land identified for the intermodal facility is to be integrated with a dedicated freight network to the south, via a road crossing of future Southern Link Road.	**N/A**	Not applicable.
3) Development applications for lots including or adjacent to the dedicated freight corridor shall make provision for the dedicated freight corridor.	**Y**	The amended development adjoins the dedicated freight corridor to the west and proposes access directly to Lot 2, 9 and 10. Refer to the general arrangement plan with the Civil Drawings (**Appendix G**) and Dedicated Freight Network Drawings (**Appendix G**).
4) The dedicated freight corridor shall be a minimum of 10.0m wide and meet the design requirements specified by Transport for NSW.	**Y**	The amended development does not preclude this.

Control	Compliance	Assessment
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.	**Y**	The amended development adjoins the dedicated freight corridor to the west and proposes access directly to Lot 2, 9 and 10. Refer to the general arrangement plan with the Civil Drawings (**Appendix G**) and Dedicated Freight Network Drawings (**Appendix G**).
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.	**Y**	The amended development does not preclude this.
3.4.3 Public Transport, Pedestrian and Cycle Network		
Desired Public Transport, Pedestrian and Cycle Network		
1) Bus stops should be provided, if identified by bus operators and TfNSW in consultation with Council as part of the development application process.	**Y**	Bus stops are to be appropriately located along Aldington Road are being negotiated with Penrith City Council as part of the LOG-E planning agreement for the road upgrades.
2) Development is to respond to the provision of a future bus link to the M4 Motorway.	**N/A**	Not applicable.
3) Pathways for cyclists and pedestrians are to be provided that integrate with regional active transport connections, and links to key catchments and employment hubs across WSEA.	**Y**	Pathways and cycleways have been provided for the internal access road in accordance with DCP requirements.
Public Transport		
4) 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.	**Y**	The proposed collector road (Road 1) and local industrial roads (Roads 2/3) had been designed to be compliant with DCP provisions.
5) 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	**Y**	Bus stops along Aldington Road are being negotiated with Penrith City Council as part of the LOG-E planning agreement for the road upgrades.
Pedestrian Connections		
6) All footpaths are to be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government).	**Y**	To be addressed at detailed design phase.

Control	Compliance	Assessment
7) 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.		
8) Street lighting in accordance with the provisions of AS1158 should be provided in all streets.		
9) 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.	**Y**	Pedestrian crossing distances have been facilitated with pedestrian and vehicle safety being considered.
10) To enable comfortable passage for all people with diverse abilities, footpaths must be: • *Provided on both sides of the road;* • *A minimum of 1.5m wide on one side;* • *A minimum of 2.5m shared path on the opposing side (with the exception of distributer roads, refer to Table 9);* • *A minimum of 3.0m on approach routes to predictable destinations such as employment hubs and parks; and* • *A minimum width of 3.5m for shared paths for recreational use within open space and environmental corridors.*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**) and Civil Drawings (**Appendix G**).
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.	**Y**	To be addressed at detailed design phase.
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.		
13) Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists.		
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.		
15) Reconstructed driveways/pathways are to achieve a useable cross slope for a width of 915mm. Cars must slow to negotiate the two steeper		

Control	Compliance	Assessment
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).		
Cycleways		
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.	**Y**	To be addressed at detailed design phase.
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.		
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.		

3.5 Council Engineering Works and Construction Standards

Control	Compliance	Assessment
1) Engineering works shall be consistent with Council's standards, as amended: • *Stormwater Drainage Specifications for Building Developments;* • *Council's Water Sensitive Urban Design (WSUD) Technical Guidelines;* • *Engineering Design Specifications for Civil Works; and* • *Engineering Construction Specifications for Civil Works.*	**Y**	Refer to the Water and Stormwater Management Plan (**Appendix R**) and Civil Design Report (**Appendix P**).

4.0 General Requirements for Industrial Development

4.1 Site Analysis

Control	Compliance	Assessment
1) All development applications are to be accompanied by a Site Analysis Plan.	**Y**	Refer to DA-A101 of the Architectural Drawings (**Appendix D**).

4.2 Built Form Design Controls

Control	Compliance	Assessment
4.2.1 Building Height		
1) 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.	**Y**	The proposed warehouse and distribution centre respond to the natural landscape and contain a compatible and similar scale to surrounding development currently under-construction. Lot 3-5 and 6-8 utilises the transitioning earthworks levels to provide undercroft parking below the warehouse. Refer to the Architectural Drawings (**Appendix D**).
2) 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.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
3) 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.	**N/A**	Not applicable.
4) Taller building elements over 15m should be set back from the street frontage.	**Y**	The ancillary office space of each warehouse is positioned on the primary street frontage of each lot and create a tiered increase in height from the street. Refer to the Architectural Drawings (**Appendix D**).
5) 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.	**Y**	Complies. Shadow diagrams are provided within the Architectural Drawings (**Appendix D**).

Control	Compliance	Assessment
6) Building services located on the roof (such as HVAC, lift motor room, 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.	**Y**	All building services located on the roof will be within the maximum building height and away from street frontages.
7) 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: • *The Precinct, particularly when viewed from elevated locations and view lines identified in Figure 10;* • *Wianamatta-South Creek; and* • *Adjoining rural-residential areas*	**Y**	A Landscape and Visual Impact Assessment has been prepared by Habit8 and included at **Appendix K.**
8) 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.	**Y**	The amended development comprises transitioning bulk earthworks across the site that minimise retaining walls, seeks to achieve a balanced cut and fill and enable a transitioning built form. Refer to the Architectural Drawings (**Appendix D**).
4.2.2 Building Setbacks		
1) Building setbacks are to be in accordance with the standards outlined in Table 10. *Table 10. Building setback requirement* *Location* — *Distance (m)* *Lots fronting designated roads (Mamre Road and Potential Southern Link Road)* — *20* *Lots fronting key access roads (distributor and collector roads)* — *12* *Lots fronting all other roads (local estate roads)* — *7.5* *Secondary road frontages (corner lots)* — *5* *Rear and side boundaries* — *5*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).

Control		Compliance	Assessment
Lots adjoining existing rural-residential development in Mount Vernon	*Refer to Section 3.3*		
Lots adjoining Warragamba Water Supply Pipeline (unless specified elsewhere in this DCP)	*5*		
Lots adjoining the proposed Intermodal Terminal (setback from any boundary that adjoins the Intermodal Terminal site)	*20*		
Lots adjoining the proposed WSFL corridor	*5*		
Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)	*10m from the edge of E2, RE1 and RE2 land, unless separated by a road, and then no setback is required.*		
2) Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding Mamre Road and proposed Southern Link Road): • *Landscaping;* • *Maintenance/rehabilitation of biodiversity corridors or areas;* • *Utility services installation;* • *Cross-overs;* • *Fire access roads;* • *Approved signage;* • *Street furniture; or* • *Drainage works.*		**Noted**	-
3) 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.		**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
4) Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area:		**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).

Control	Compliance	Assessment
• *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;* • *Promotes the function and operation of the development;* • *Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and* • *Does not detract from the streetscape values of the locality.*		
5) The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also 4.2.3 Landscaping).	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
6) Additional setbacks may be applicable to avoid construction over easements.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
7) For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 18).	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
4.2.3 Landscaping		
1) 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.	**Y**	The amended development comprises a tree canopy of 15.84% and includes the planting of 2,555 trees. Refer to the Landscape Drawings (**Appendix H**).
2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.	**Y**	Landscape Drawings have been prepared by Habit8 and included at **Appendix H**.
3) Landscaped area is to be provided in accordance with Table 11. *Table 11. Minimum landscape requirements*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).

Control	Compliance	Assessment

Location	*Requirement*
Lots fronting designated roads (Mamre Road and Potential Southern Link Road)	*10m landscape setback to the road frontage*
Lots fronting key access roads (distributor and collector roads)	*6m or average 50% of the front setback from the site boundary along the road frontage*
Lots fronting all other roads (local estate roads)	*Average of 50% of setback along the road frontage*
Rear boundary	*2.5m from the rear boundary*
Side Boundary	*No minimum requirement*
Lots adjoining existing rural-residential development in Mount Vernon	*Refer to Section 3.3.*
Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)	*5m landscape setback from the edge of the E2, RE1 and RE2 zoned land, unless separated by a road*

4) 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: • *Deep soil (one metre or more in depth, connected subsoil) – 100%* • *Shallow soil (less than one metre in depth, not connected to subsoil) – 75%* • *Permeable pavement – 50%* • *Hardstand – 0%*	**Y**	The amended development comprises a pervious area of 21.8%. Refer to the permeable area plan (DA-A104) within the Architectural Drawings (**Appendix D**).
5) 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.	**N/A**	Not applicable. All vegetation is required to be removed to enable the proposed bulk earthworks.

Control	Compliance	Assessment
6) Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
7) Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shadow and cool the building.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
8) 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.	**N/A**	Not applicable.
9) 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.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
10) Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
11) Paving, structures and wall materials should complement the architectural style of buildings	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
12) The selection and location of proposed trees and other landscaping plants is to: • *Be consistent with the preferred trees identified in Appendix C;* • *Consider the use of local native vegetation communities;* • *Re-use of native plants or topsoil removed during earthworks;* • *Contribute to the management of soil salinity, water levels and soil erosion;* • *Ensure tree species being low maintenance and drought tolerant;* • *Consider the capacity of the species to contribute to tree canopy cover;* • *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;* • *Incorporate a diverse range of flora species for to increase species resilience; and* • *Consider service authority requirements in easement locations.*	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).

Control	Compliance	Assessment
13) Street tree planting is to: • *Target a minimum container pot of 75L;* • *Provide continuous canopy along road corridors, including appropriate spacing;* • *Be setback a minimum 600mm from the back of kerb to tree centreline; and* • *Take account of sight line requirements near intersections.*	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
14) Sufficient area/space is to be made available to allow trees to grow to maturity and not damage local infrastructure.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
15) No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales shall be used.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
16) Local Indigenous groundcovers should be considered as a turf alternative in areas not specifically designed for pedestrian use.	**Y**	Complies. Refer to the Landscape Drawings (**Appendix H**).
4.2.4 Communal Areas		
1) 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.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
2) In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	**Y**	The location of communal open space and office space has been strategically positioned along the primary frontage of each lot with the proposed location maximising outlook.
3) 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.	**Y**	Communal areas will include landscaped areas and landscaped outlooks. Refer to the Landscape Drawings (**Appendix H**).
4) Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.	**Y**	Complies.
5) Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.	**N**	The amended development includes some south facing communal areas due to the primary lot frontage being to the south. As a result, not all communal open space areas receive 2 hours of direct sunlight between 11am and 3pm on the 21st of June. Refer to the shadow drawings within the Architectural Drawings (**Appendix D**).

Control	Compliance	Assessment
		Overall, the location of communal open space with the office space which predominately face south towards the primary frontage on each lot. If the communal space area were moved to the northern elevation they would be distant from the office premises and car parking as well as be more exposed to heavy vehicles movements.
4.2.5 Building Design		
1) 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)).	**Y**	The development intends to achieve 5 Star Green Star. Refer to the Ecologically Sustainable Development Report (**Appendix II**).
2) An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.	**Y**	An Access Report has been prepared by Ergon Consulting and included at **Appendix KK**.
Siting/Building Orientation		
1) Buildings shall be oriented so building frontage is parallel with the primary street frontage.	**Y**	The amended development include built form that is oriented and parallel to the street. Refer to the Architectural Drawings (**Appendix D**).
2) Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	**Y**	Each warehouse has been orientated so as to utilise climatic factors for passive benefits and mitigate reliance on mechanical services
3) 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.	**Y**	Complies.
4) Building design should minimise overshadowing within the site and on adjoining buildings.	**Y**	The relative bulk/scale of each of the proposed buildings have been facilitated to as to ensure there is no adverse shadowing impacts on the site or adjoining sites. Refer to the shadow drawings within the Architectural Drawings (**Appendix D**).
5) 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 directly visible from the public domain.	**Y**	The amended development includes all hardstand area at the rear or side to conceal from the public domain which is further support by detailed and dense landscaping. Car parking has been appropriately located to ensure strong segregation between light and heavy vehicles and adjacent to the ancillary office space. Refer to the Architectural Drawings (**Appendix D**).
Architectural Design		
6) The design of facades along the primary street frontage(s) should strengthen passive surveillance and streetscape character, such as	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**) and Crime Risk Assessment (**Appendix L**).

Control	Compliance	Assessment
through the use of glazing for the office or administration components of the building.		
7) External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
8) 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.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
9) In visually sensitive locations, such as adjoining the Mount Vernon rural-residential area, the colour and material palette should utilise muted tones of the natural landscape and avoid bright bold colours and textures.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
10) 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).	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
11) Energy efficient design principles shall be employed in all building designs (Figure 21).	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**) and Ecologically Sustainable Development Report (**Appendix II**).
12) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	**Y**	Pedestrian entrance points to each of the warehouses are distinguishable by architectural features. Refer to the Architectural Drawings (**Appendix D**).
13) Courtyard and screen walls shall be in the same material as the building facades.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
14) 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.	**Y**	The roof elements have been designed so as to not be visible from the streetscape, with their structural form being commensurate with the function of the development as a warehouse and logistics estate. Refer to the Architectural Drawings (**Appendix D**).
15) The design of the main office and administration components shall: • *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;* • *Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and* • *Incorporate the principles of Universal Design.*	**Y**	The amended development includes the ancillary office space orientated to the primary frontage and includes design elements that visually demonstrate it as the main entry point. Refer to the Architectural Drawings (**Appendix D**).

Control	Compliance	Assessment
16) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
17) Roof design must provide natural illumination to the interior of the building.		
Environmentally Sustainable Design		
18) Development applications shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: • *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.*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
19) Light coloured materials should be used in roof construction to reduce the urban heat effect.	**Y**	The amended development comprises light coloured materials for the built form. Refer to the Architectural Drawings (**Appendix D**).
20) Building services, excluding manufacturing plant and operations, should promote: • *Separate metering of water and electricity for multiple uses or tenants;* • *Shut-off valves at stormwater outlets to trap toxic spills;* • *Waterless urinals;* • *Energy efficient lighting;*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).

Control	Compliance	Assessment
• *Gas boosted solar hot water for staff amenities (kitchen, toilets, showers);* • *Rainwater and recycled water for toilet flushing, irrigation or other non-potable uses;* • *Waste heat recovery systems;* • *Integrated systems for energy generation – waste and water;* • *Air-cooled systems, ground source heat rejection or pond heat rejection; and* • *Energy storage systems combined with the use of photo voltaic cells for roof areas.*		
21) Measures to improve air quality and visual and thermal comfort to be considered include: • *Low VOC paints and low-formaldehyde floor covering, adhesives and furniture;* • *Glazed facades to be shaded and/or use performance glass to control radiant heat;* • *Occupant control of comfort parameters (e.g. operable windows, control of air flow);* • *Protection from noise (e.g. open windows or between production and office areas);* • *Provision of quality landscaped outdoor amenity areas for staff;* • *Hydronic heating and ceiling fans; and o* • *Materials with low reflectance values.*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**) and Landscape Drawings (**Appendix H**).
4.2.6 Design of Storage Areas		
1) Storage areas are to be located within the building, where practical.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
2) 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: • *The proposed height and on-site arrangement of stored goods;* • *The visual and amenity impact of the storage area and how this is proposed to be minimised (orientation, screening with landscaping*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).

Control	Compliance	Assessment
and/or solid fencing, etc.), particularly where the development interfaces with Mount Vernon; • *Access arrangements; and o Noise, odour and safety issues.*		
3) 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.		
4.2.7 Storage, Transportation, Handling and Processing of Chemical Substances		
1) 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.	**Y**	A Resilience and Hazards Assessment has been prepared by Riskcon Engineering and included at **Appendix EE**. The analysis identified that the quantity of dangerous goods held at each part of the warehouse did not exceed the storage threshold levels listed in "Applying SEPP33". It was also identified that based on the relatively low quantity of dangerous goods stored and handled at the warehouse, and the type of operations proposed at the warehouse (i.e. warehouse is not a dedicated DG storage facility), it was unlikely that the maximum permissible transport quantity and number of vehicle operation listed in "Applying SEPP33" would be exceeded. In addition to the dangerous goods storage and transport assessments, a potentially offensive industry assessment was conducted, which identified that the operations at the site would not classify the warehouse as offensive.
2) A Chemical Use and Storage Report is to accompany development applications involving the storage, transportation and/or processing of chemical substances, except where: • *The chemicals are of household or hospital grade and used for routine cleaning;* • *The total quantity of chemicals used or stored does not exceed 100 litres; or* • *The chemicals are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment.*		
3) 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.		
4.2.8 Signage and Estate Entrance Walls		
1) All advertising is required to be: • *Constructed of high quality, durable materials;* • *Considered in conjunction with the design and construction of buildings;* • *Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and* • *Contained wholly within the site.*	**N/A**	Not applicable. No advertising signage is proposed.

Control	Compliance	Assessment
2) 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.	**N/A**	Not applicable. No pylon signage is proposed.
3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
4) Sky signs and roof signs that project vertically above the roof of a building are not permitted.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
5) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level. 6) 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.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
7) Signs are to be contained fully within the confines of the wall or awning to which it is mounted.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
8) In the case of multiple occupancy of a building or site: • *Each development should have a single directory board listing each occupant of the building or site;* • *Only one sign is to be placed on the face of each premises either located on or over the door; and* • *Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.*	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
Illuminated Signage		
9) Illuminated signs are not to detract from the architecture of the building during daylight.	**Y**	Refer to the Architectural Drawings (**Appendix D**).
10) Illumination (including cabling) of signs is to be either: • *Concealed;* • *Integral with the sign;* • *Provided by means of carefully designed and located remote or spot lighting*		

Control	Compliance	Assessment
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.		
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.		
13) A maximum of one illuminated sign is permitted on each elevation of each building.		
14) Illuminated signage shall be oriented away from residential receivers.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
4.2.9 Safety and Surveillance		
1) A Crime Risk Assessment Report must be prepared for the development of new buildings.	**Y**	A Crime Risk Assessment has been prepared by Neal Consulting and included at **Appendix L**.
2) Buildings should be designed to overlook public domain areas and provide casual surveillance.		
3) Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.		
4) Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.		
5) 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.		
6) Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.		
4.2.10 Lighting		
1) Lighting details shall be provided as part of development applications.	**Y**	An indicative external lighting plan (DA-K100) is provided within the Architectural Drawings (**Appendix D**).
2) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.		

Control	Compliance	Assessment
3) 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 sensor lighting, both internally and externally, is encouraged.		
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.		
4.2.11 Fencing		
1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	**Y**	A combination of palisade and chain wire fencing is proposed with palisade fencing being used for street frontages.
2) Palisade fencing is encouraged.		
3) Solid fences above 1 metre in height are not permitted along street frontages.		
4) No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.		
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.		

4.3 Amenity

Control	Compliance	Assessment
4.3.1 Noise and Vibration		
1) 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.	**Y**	A Construction Noise and Vibration Assessment (**Appendix V**) and Operational Noise Assessment (**Appendix W**) has been prepared by Acoustic Works.

Control	Compliance Assessment
2) 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).	
3) 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.	
4) An Acoustic Report shall be prepared for developments within 500m of rural-residential areas and other sensitive receivers, including educational establishments.	
5) 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.	
6) 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.	
7) Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.	
8) Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.	
9) Development shall comply with the relevant Australian Standards for noise and vibration.	
10) 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.	

Control	Compliance	Assessment
4.3.2 Trading and Operating Hours of Premises		
1) 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.	**Noted**	The development seeks consent for 24/7 operation consistent with the proposed *Warehouse and distribution centre* use and surrounding approved development. The proposed operation hours have been adequately assessed and results in acceptable environmental impacts.
4.3.3 Air Quality		
1) Any development likely to, or capable of, generating air emissions must comply with the Protection of the Environment Operations Act 1997 and associated regulations.	**Y**	An Air Quality Impact Assessment has been prepared by Northstar and included at **Appendix X**.
2) 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.		
3) 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: • *Characterisation of all emissions;* • *Measures to mitigate air impacts, including best practice measures; and* • *Details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment.*		
4) 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	**N/A**	Not applicable.

4.4 Earthworks and Retaining Walls

Control	Compliance	Assessment
4.4.1 Development on Sloping Sites		
1) Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.	**Y**	The proposed earthworks, as part of the amended development, comprise the most contextually and economically appropriate design in consideration of the neccessary requirements.
2) Where practicable, site design shall balance cut and fill and minimise the extent of earthworks and need for retaining walls (refer Section 3.1).	**Y**	A balanced cut and fill is achieved. Refer to the Civil Design Report (**Appendix P**) and Civil Drawings (**Appendix G**).
3) A Geotechnical Report is to be submitted with applications proposing to change site levels.	**Y**	Geotechnical Investigations have been prepared by PSM and included at **Appendix O**.
4) Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards.	**Y**	Will be complied with. Refer to the Civil Design Report (**Appendix P**)
5) Level transitions must be managed between lots and not at the interface to the public domain	**Y**	The proposed retaining walls are located on lot boundaries and do not interface with the public domain. Refer to the Civil Drawings (**Appendix G**).
6) 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).	**Y**	Complies. Refer to the Civil Drawings (**Appendix G**).
7) 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.	**Y**	The amended development does not include retaining walls greater than 2m to the public domain.
8) 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.	**Y**	Retaining walls are generally proposed to be set back 2m into the property boundaries where practical.
9) The highest retaining wall element is to be suitably fenced for safety.	**Y**	Retaining walls will be fenced for safety

Control	Compliance	Assessment
10) Imported fill is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.	**Y**	All import materials will comply with the requirements of the requirements of the Import Fill Protocol and Geotechnical Specifications for the Development. Topsoil stripping, blending and placement will be completed in accordance with the Geotechnical Engineering Specifications for the project. Where possible, fill material will be imported from within the MRP.
11) Where possible, fill material should be sourced from within the Precinct.	**Y**	
12) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.	**Y**	The amended development includes undercroft car parking underneath the proposed warehouse on sloping lots (Lots 3-8).
13) All retaining walls proposed for the site are to be identified in the development application for the proposed development.	**Y**	All proposed retaining walls are outlined within the Civil Drawings (Appendix G) with further detail provided within the Landscape Drawings (**Appendix H**).
14) Retaining wall design and materials shall complement architectural and landscape design.	**Y**	
15) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use.	**Y**	Stripped topsoil will remain on the site. Refer to the cut and fill balance outline within the Civil Design Report (**Appendix P**).
16) Earthworks in the floodplain must address Section 2.5 and Clause 33H of the WSEA SEPP.	**N/A**	Not applicable. The amended development is not located on the floodplain.
4.4.2 Erosion and Sediment Control		
1) Development applications must include an Erosion and Sediment Control Plan (ESCP) prepared by a Certified Professional in Erosion and Sediment Control (CPESC).	**Y**	An Erosion and Sediment Control Plan (ESCP) has been prepared by AT&L and included at **Appendix S**. It is supported by ESCP drawings provided within the Civil Drawings (**Appendix G**).
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.	**Y**	
3) 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.	**Y**	
4) Development is to comply with the construction phase targets in Table 5.	**Y**	

Control	Compliance	Assessment
5) 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).	**Y**	
6) The ESCP is to consider the following measures: • *Identify all areas likely to cause pollution of waterways from stormwater run-off and implement appropriate devices to stop the risk of pollution;* • *Divert clean water around the construction site to prevent contamination;* • *Retain as much natural vegetation as possible and limit site disturbance;* • *Control stormwater that enters the construction site from upstream;* • *Divert stormwater from undisturbed upper slopes onto stable areas;* • *Retain and stockpile all excavated topsoil for future landscaping;* • *Prevent sediment/silt from entering adjoining property by installing sediment control devices at the low side of sites and wash down areas;* • *Install high efficiency sediment basins to ensure compliance with the water quality target throughout the construction and building phases;* • *Provide a single, stabilised entry/exit point to the site;* • *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;* • *Where a work zone permit over public property is applicable, debris control devices are to prevent spillage of building materials into stormwater drains;* • *Compact all drainage lines when backfilling;* • *Connect downpipes to the stormwater system as early as possible;* • *Revegetate all disturbed areas, after on-site works are completed; and*	**Y**	

Control	Compliance	Assessment
• *Maintain all sediment control devices during earthworks and construction.*		

4.5 Waste Minimisation and Management

Control	Compliance	Assessment
1) Development applications shall include a Waste and Resource Recovery Management Plan (WRRMP) 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.	**Y**	A Waste and Resource Recovery Plan has been prepared by LG Consult and included at **Appendix U**.
2) The WRRMP should address the following matters: • *The types and volumes of waste and recyclables generated;* • *Details of on-site storage and/or treatment of waste;* • *Disposal of waste generated which cannot be re-used or recycled; and* • *Ongoing management of waste during the operational phase of the development.*	**Y**	Refer to the Waste and Resource Recovery Plan (**Appendix U**).
3) Waste storage and collection areas should be: • *Flexible in their design to allow for future changes in the activities and tenancies;* • *Located away from primary street frontages, where applicable;* • *Suitably screened from public areas to minimise noise, odour and visual impacts;* • *Designed and located to consider possible traffic hazards (pedestrian/vehicular);* • *Accessible to collection vehicles;* • *Compatible with the collection service(s) to be used; and* • *Designed to encourage the separation of materials.*	**Y**	Refer to the Waste and Resource Recovery Plan (**Appendix U**).
4) The design of waste storage and collection areas must consider: • *Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers;*	**Y**	Refer to the Waste and Resource Recovery Plan (**Appendix U**).

Control	Compliance	Assessment
• *Placing food scraps in specialised containment bins, with regular collection;* • *Providing refrigerated garbage rooms where there are large quantities of perishable wastes and infrequent collections; and* • *Placing clinical or hazardous and liquid waste in specialised containment bins for collection by specialised services.*		
5) 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).	N/A	Not applicable.
6) For communal storage/collection facilities, each tenant should have a designated area.		

4.6 Access and Parking

Control	Compliance	Assessment
4.6.1 Parking and Manoeuvring Areas		
1) 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. *Table 12. Minimum parking rates* ***Activity*** / ***Parking Requirement*** *Freight Transport Facilities* — *1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility* *Industries* — *1 space per 200m^2 of gross floor area or 1 space per 2 employees, whichever is the greater*	**N**	The proposed car parking for the amended development remains generally consistent with the requirements of MRP DCP. Warehouse's 2-8 meet the MRP DCP requirement, while Warehouse 1 has a shortfall of 13 spaces. The proposed parking provision results in a minor shortfall overall with the proposed parking provision across the site and on each lot providing an appropriate number of vehicular spaces having regard to the activities proposed on the land, the nature of the locality and the intensity of the use. Refer to the Transport Management & Accessibility Plan (TMAP) (**Appendix T**).

Control		Compliance	Assessment
Vehicle Body Repair Workshops/ Vehicle Repair Stations	*3 spaces per 100m^2 of gross floor area or 6 per work bay, whichever is the greater*		
Warehouses or distribution centres	*1 space per 300m^2 of gross floor area or 1 space per 4 employees, whichever is the greater*		
Ancillary office space	*1 space per 40m^2 of gross floor area*		
Neighbourhood shops	*1 space per 40m^2 of gross leasable area*		
Other Uses	*In accordance with TfNSW Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This may require the applicant to submit a car parking report from a suitably qualified traffic consultant.*		
Accessible Parking	*Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890.*		
Bicycle Parking	*1 space per 600m^2 of gross floor area of office and retail space (over 1200m^2 gross floor area)* *1 space per 1000m^2 of gross floor area of industrial activities (over 2000m^2 gross floor area)*		
2) For activities not identified in Table 12, 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.		**N/A**	Not applicable.
3) 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.		**N/A**	Not applicable.
Design of Parking and Manoeuvring Areas			

Control	Compliance	Assessment
4) The design of car parks and spaces must comply with the relevant Australian Standards.	**Y**	All parking areas, including access aisles and parking modules, are to be designed with reference to AS2890.1 and AS2890.6. It is anticipated that full parking area design compliance with the relevant standards would form a standard Condition of Consent further to approval.
5) 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.	**Y**	Refer to the Architectural Drawings (**Appendix D**).
6) 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.	**Y**	Heavy vehicle driveways, accessways and hardstand have been designed to accommodate the maximum design vehicle.
7) 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.	**Y**	The proposed car parking areas include landscaping spaces with between the proposed car spaces and generous landscaping throughout the site to enable high permeability. Refer to the permeability plan within the Architectural Drawings (**Appendix D**).
8) Parking areas should incorporate dedicated parking bays for electric vehicle charging.	**Y**	The development will accommodate for electric vehicle charging.
9) Vehicle access is to be integrated into the building design as to be visually recessive.	**Y**	The development will incorporate into the building design.
10) 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.	**Y**	Refer to Appendix C of the Transport Management & Accessibility Plan (TMAP) (**Appendix T**).
11) 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.		
12) Internal directional signs are to be provided to assist site visitors in locating parking areas.	**Y**	Complies.
13) 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.	**Y**	Complies.
14) 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.	**Y**	Complies.

Control	Compliance	Assessment
15) Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.	**Y**	Complies.
16) Visitor parking should be provided outside the secured parking areas.	**Y**	Complies.
17) The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles.	**Y**	Complies.
18) Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).	**Y**	Complies.
19) Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	**Y**	Complies.
20) All loading and unloading areas are to be: • *Integrated into the design of developments;* • *Separated from car parking and waste storage and collection areas;* • *Located away from the circulation path of other vehicles; and* • *Designed for commercial vehicle circulation and access.*	**Y**	Complies.
21) 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).	**Y**	Complies.
22) Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.	**Y**	Carparking and hardstand areas will be constructed of light-coloured concrete.
23) Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable.	**Y**	Complies.
24) 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 13 The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments	**Y**	Complies.

Control	Compliance	Assessment
Table 13. Minimum design vehicle requirements for industrial developments ***Site Area*** / ***Design Vehicle*** *Up to 1,500m²* — *Medium Rigid Vehicle (MRV)* *1,500m² to 4,000m²* — *Heavy Rigid Vehicle (HRV)* *4000m² to 20,000m²* — *Articulated Vehicle (AV)* *Greater than 20,000m²* — *30m PBS Level 2 Type B* *Note: Transport depots and warehouses may be required to cater for vehicles larger than the minimum specified above.*		
Bicycle Parking, Facilities and Storage		
25) The following bicycle destination facilities for staff are to be provided: • *For ancillary office and retail space with a gross floor area over 2500m² , at least 1 shower cubicle with ancillary change rooms;* • *For industrial activities with a gross floor area over 4000m² , at least 1 shower cubicle with ancillary change rooms;* • *Change and shower facilities are to be located close to the bicycle storage areas; and* • *Where the building is strata-titled, the facilities are to be available to all occupants.*	**Y**	The amended development includes the requirement for 130 bicycle spaces which will provided. Refer to the Transport Management & Accessibility Plan (TMAP) (**Appendix T**).
26) Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle	**Y**	The development will incorporate bicycle parking with in convenient locations, visible, secure, and provide weather protection for the bicycle.
4.6.2 Driveways		
1) 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.	**Y**	The proposed layout of the amended development will enable safe access to all lots with all vehicles entering/exiting in a forward direction. Refer to the Architectural Drawings (**Appendix D**).
2) Driveways and access roads shall be designed in accordance with AS2890.1 and 2 – 2004.	**Y**	Complies. Refer to the Transport Management & Accessibility Plan (TMAP) (**Appendix T**).

Control	Compliance	Assessment
3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development.	**Y**	All driveways will safely support the subsequent traffic volumes.
4) Driveways should be: • *Provided from lanes and secondary streets rather than the primary street;* • *Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;* • *Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways;* • *Located to minimise amenity impacts to adjacent rural-residential development;* • *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* • *For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.*	**Y**	The amended development includes heavy vehicle access from secondary streets. The addition of Road 3 has enabled heavy vehicle access from a local industrial road as opposed to a collector road. Each lot contains separate light and heavy vehicle driveways. Refer to the Architectural Drawings (**Appendix D**).
5) 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.	**Y**	Refer to Appendix C of the Transport Management & Accessibility Plan (TMAP) (**Appendix T**).
6) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
7) Driveways are to be sealed from the public road up to the parking areas.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).
8) New allotments must have direct access to dedicated public roads.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix D**).

5.0 Other Developments

5.1 Employment Service Hubs

Control	Compliance	Assessment
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: o It is located at least 1km from other existing and/or planned employment service hubs; and o It does not preclude the provision of an employment service hub in a more accessible location.	**N/A**	Not applicable.
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.		
3) Employment service hubs must not have an unreasonable impact on the viability of any other nearby established centre within an industrial or business zone.		
4) Uses are to be located within the primary street frontage to generate activity and interest on the street.		
5) Active transport paths and bicycle parking should be prioritised and incorporated into the design of the development.		
6) The built form should address co-located open space areas.		
7) Outdoor furniture and shading shall be provided.		