Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
2. Precinct Planning Outcomes		
2.1 Mamre Road Precinct Structure Plan		
1) All development applications are to be generally in accordance with the Precinct Structure Plan (Figure 2), the water cycle management and local road network strategy for the Precinct. 2) The consent authority will consider the extent to which the Proposed Development is consistent with the Structure Plan, including cumulative and precedent implications for the 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.	**YES**	The Proposed Development is generally in accordance with the Precinct Structure Plan, water cycle management and local road network strategy. Any variation to the general arrangement of the Structure Plan will be consistent with the Precinct Vision and a detailed commentary has been provided below.
2.2 Biodiversity		
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.	**YES**	As illustrated in the Biodiversity Development Assessment Report (BDAR) (Appendix 12 of the EIS), the Conditions of Consent pertaining to SSD 9522 permit clearing of native vegetation across the Subject Site. Accordingly, as part of the subject Proposal, the Proponent requests that the requirement for a BDAR be formally waived in accordance with Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act). A Construction Environmental Management Plan (CEMP) will also be implemented to monitor and mitigate environmental impacts during construction works. The land is classified as "Urban Capable" within the Cumberland Plain Conservation Plan (CPCP) which has recently been finalised.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
2) Development located on land that has the potential to impact biodiversity prior to the approval of the CPCP is to be accompanied by a Biodiversity Development Assessment Report.	**YES**	A BDAR has been prepared to address the impacts on biodiversity values on the Site. Further details are provided in the BDAR located in Appendix 12 of the EIS.
3) Where development is proposed to impact on an area of native vegetation, it shall be demonstrated that no reasonable alternative is available. Suitable ameliorative measures will also be proposed (e.g. weed management, rehabilitation, nest boxes).	**YES**	As illustrated in the Biodiversity Development Assessment Report (BDAR) (Appendix 12 of the EIS), the Conditions of Consent pertaining to SSD 9522 permit clearing of native vegetation across the Subject Site. Accordingly, as part of the subject Proposal, the Proponent requests that the requirement for a BDAR be formally waived in accordance with Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act).
4) A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.	**YES**	Weeds occurring within the subject land are common with those occurring within adjacent vegetation to be retained. Increased transport of pathogens and weeds is unlikely to occur, but will be managed by biosecurity measures outlined in the CEMP. A Weed Eradication and Management Plan will form part of the CEMP.
2.2.3 Biodiversity Conservation and Management		
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.	**YES**	The proposal does not comprise land zoned C2 Environmental Conservation or RE1 Public Recreation. The Proposed Development does not involve the clearing of native vegetation within the riparian corridors. Notwithstanding, the Proposal does adjoin RE1 zoned land for which the design has considered in due detail through increased provision for landscaping along the southern and western boundaries.
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*.	**NOTED**	Noted.
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.	**YES**	The Site does not comprise land located within the C2 zone or RE1 zone. Notwithstanding, the Proposal does adjoin RE1 zoned land for which the design has considered in due detail through increased provision

<table>
<tr><th colspan="3">Mamre Road Precinct Development Control Plan (MRP DCP) Assessment</th></tr>
<tr><th>Development Control</th><th>Compliance</th><th>Planning Assessment</th></tr>
<tr><td></td><td></td><td>for landscaping along the southern and western boundaries.

A CEMP detailing best practice environmental protection measures will be implemented for clearing of vegetation outside of these zones.</td></tr>
<tr><td>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 grey-headed flying fox and raptors
<table><tr><th>Species</th><th>Setback control</th></tr><tr><td>Grey-headed flying fox</td><td>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.</td></tr><tr><td>Raptors</td><td>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 maintained along with an undisturbed corridor at least 100m wide extending from the nest to the nearest foraging grounds.</td></tr></table></td><td>YES</td><td>As illustrated in the Biodiversity Development Assessment Report (BDAR) (Appendix 12 of the EIS), the Conditions of Consent pertaining to SSD 9522 permit clearing of native vegetation across the Subject Site. Accordingly, as part of the subject Proposal, the Proponent requests that the requirement for a BDAR be formally waived in accordance with Section 7.9(2) of the Biodiversity Conservation Act 2016 (BC Act).</td></tr>
<tr><td>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.</td><td>YES</td><td>The proposed APZs will be located within the IN1 General Industrial zoned land as identified within the Bushfire Assessment Report.</td></tr>
<tr><td>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.</td><td>YES</td><td>As illustrated in the Biodiversity Development Assessment Report (BDAR) (Appendix 12 of the EIS), the Conditions of Consent pertaining to SSD 9522 permit clearing of native vegetation across the Subject Site. Accordingly, as part of the subject Proposal, the Proponent requests that the requirement for a BDAR be formally waived in accordance with Section 7.9(2) of the Biodiversity Conservation Act 2016 (BC Act).</td></tr>
</table>

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning 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.	**YES**	As illustrated in the Biodiversity Development Assessment Report (BDAR) (Appendix 12 of the EIS), the Conditions of Consent pertaining to SSD 9522 permit clearing of native vegetation across the Subject Site. Accordingly, as part of the subject Proposal, the Proponent requests that the requirement for a BDAR be formally waived in accordance with Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act). Notwithstanding, the Proposal includes provision for a aesthetically-pleasing architectural landscape design (refer to **Appendix C3**).
8) Mitigation for threatened ecological communities is to be undertaken in accordance with: o Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC; and, o Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).	**YES**	As above.
9) Where practical, prior to development commencing, applicants are to: o 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; o 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 o 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*.	**YES**	As above.
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).	**YES**	Management of all weeds will be undertaken in accordance with regulatory requirements and best practice and specified in the CEMP for the Site.
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.	**YES**	Weeds occurring within the subject land are common with those occurring within adjacent vegetation to be retained. Increased transport of pathogens and weeds is unlikely to occur but will be managed by biosecurity measures outlined in the CEMP.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
		A Weed Eradication and Management Plan will be submitted with the CEMP and implement prior to construction commencement.
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 are to reduce the risk of secondary poisoning (e.g. from Pindone or second generation rodenticides).	**YES**	Pest control will be undertaken in accordance with the relevant regulatory requirements.
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**	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.	**YES**	The proposed lighting will be designed to avoid light spill. A detailed light spill plan is provided within the Architectural Plans provided by Nettleton Tribe for the building on Lot 2 contained within **Appendix C1**.
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.[3]	**N/A**	The Site is not located within 100m of a known microbat colony.
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**	The Site is zoned IN1 General Industrial and is not adjacent to a natural area.
17) Ensure appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.	**YES**	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[4], such as speed humps, audible surfacing and faunal bridges.	**N/A**	The Site is not located adjacent to Environmental Conservation or Recreation zoned lands.
19) Ensure movement of fauna is facilitated within and through wildlife corridors by: o Ensuring that activities do not create barriers to the movement of fauna along and within wildlife corridors; o Separating fauna from potential construction hazards through the pre-construction and construction process.	**YES**	The Proposed Development will not interfere with the movement of fauna and does not include any wildlife corridors through or adjacent to the Site.
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**	As addressed in the BDAR, areas within the Site do not provide a suitable habitat for the Cumberland Plain Land Snail. Woody debris and leaf litter

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
		recorded is in highly degraded, heavily weed infested, narrow, small and isolated patches.
2.3 Riparian Land		
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.	**YES**	The Site does not have any mapped riparian corridors shown in Figure 2 of the MRP DCP.
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.	**YES**	It is noted that no issues were raised in relation to the watercourses within the Site in NRAR's agency comments. This is consistent with the assessment of the overarching Estate Masterplan (SSD-9522).
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. 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.	**N/A**	As above.
5) Waterway crossings such as bridges are to be maintained to retain ecological connectivity and water quality.	**N/A**	No water crossings are identified on the Site.
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**	No road crossings across a waterway are proposed.
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 for Controlled activities on waterfront land - riparian corridors* (May 2018).	**N/A**	There are no riparian corridors within the Site.
8) All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.	**N/A**	There are no riparian corridors within the Site.
9) The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).	**N/A**	There are no riparian zones within the Site.
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**	There is no remnant vegetation associated with the the subject land and therefore little connection through riparian vegetation to higher order streams. In addition, the waterways are disconnected non-perennial streams that are unlikely to provide habitat connectivity for frogs or other aquatic species. This is

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
		consistent with the findings in relation to SSD 9522 undertaken for the Estate Masterplan.
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.	**YES**	The proposed works are consistent with the riparian corridor matrix, and as such, are permissible under the WM Act.
12) The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines.	**YES**	The Proposed Development does not involve vehicular and pedestrian watercourse crossings.
13) Private and public fencing should avoid intersecting across riparian corridors.	**YES**	The Proposed Development does not include fencing intersecting across riparian corridors. Where the Site adjoins the RE1 zone, fencing would be constructed within the IN1 zone.
14) Bushfire asset protection zones should be located outside the vegetated riparian zones.	**N/A**	As addressed in the Bushfire Assessment Report (Appendix 20 of the EIS), the APZ requirements have been proposed in accordance with the *Planning for Bushfire Protection 2019* (PBP) document.
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: o Respond to the hydrological regime of the drainage area for watercourse treatments; o Replicate the natural watercourse through creation of a meandering channel; o Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings; o Minimise ongoing maintenance through channel and stream bed design; o Establish functional riparian zones and natural stream channels; o Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions; o Minimise damage to channel banks and vegetation from storm flow events; and o Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.	**YES**	It is noted that no issues were raised in relation to the watercourses within the Site in NRAR's agency comments. This is consistent with the assessment of the overarching Estate Masterplan (SSD-9522).
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.	**N/A**	There are no Key Fish Habitats as mapped by the NSW Department of Primary Industries within the Site.
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	**N/A**	All existing dams / waterbodies on-site have been treated and removed as part of the earthworks approved under SSD 9522.

<table>
<tr><th colspan="3">Mamre Road Precinct Development Control Plan (MRP DCP) Assessment</th></tr>
<tr><th>Development Control</th><th>Compliance</th><th>Planning Assessment</th></tr>
<tr><td>unless appropriate wildlife strike assessment and design/maintenance controls are implemented, to ensure there is no attraction for water-favouring fowl.</td><td></td><td></td></tr>
<tr><td>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.</td><td>N/A</td><td>All existing dams / waterbodies on-site have been treated and removed as part of the earthworks approved under SSD 9522.</td></tr>
<tr><td>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.

Note: A Controlled Activity Approval under the Water Management Act 2000 is required for all works located within waterfront land as defined in the Act.</td><td>YES</td><td>The Proposed Development would not impact upon the closely located South Creek riparian corridor. The future CEMP will implement mitigation measures to control the construction phase of the Project, as well as the future OEMP which will guide a safe operation on-site.</td></tr>
<tr><td colspan="3">2.4 Integrated Water Cycle Management</td></tr>
<tr><td>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.

Table 4. Stormwater quality targets
<table><tr><th>Parameter</th><th>Target</th></tr><tr><td>Gross pollutants (anthropogenic litter >5mm and coarse sediment >1mm)</td><td>90% reduction (minimum) in mean annual load from unmitigated development</td></tr><tr><td>Total suspended solids (TSS)</td><td>90% reduction in mean annual load from unmitigated development</td></tr><tr><td>Total Phosphorus (TP)</td><td>80% reduction in mean annual load from unmitigated development</td></tr><tr><td>Total Nitrogen (TN)</td><td>65% reduction in mean annual load from unmitigated development</td></tr></table></td><td>YES</td><td>As demonstrated in the Civil Engineering Report (Appendix 9 of the EIS), a series of Stormwater Treatment Measures were implemented as a result of SSD 9522.

MUSIC modelling undertaken for the Proposal confirms that the Proposal will achieve the stormwater quality target as stipulated within the DCP.</td></tr>
<tr><td>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.</td><td>YES</td><td>As demonstrated in the Civil Engineering Report (Appendix 9 of the EIS), the typical management measures during construction includes an Erosion and Sediment Control Plan, sediment fences and stabilised site access.</td></tr>
</table>

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
Table 5. Stormwater flow targets - Construction Phase **Construction Phase Target** TSS and pH: All exposed areas greater than 2500 square metres must be provided with sediment controls designed, implemented and maintained to a standard achieving at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L TSS or less, and pH in the range 6.5–8.5. Oil, litter and waste contaminants: No release of oil, litter or waste contaminants. Stabilisation: Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised including all drainage systems. An effectively stabilised surface is defined as one that does not, or is not likely to result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation water contamination.		Other management measures that will be employed are expected to include: ▪ Minimising the extent of disturbed areas across the site at any one time. ▪ Progressive stabilisation of disturbed areas or previously completed earthworks completed under SSD 9522 to suit the Proposed Development once trimming works are complete. It is noted that the controls included in the Erosion and Sediment Control Plan (ESCP) are expected to be reviewed and updated as the design, staging and construction methodology is further developed for the Proposed Development.
Table 6. Stormwater flow targets – Operational Phase. **Target** Option 1: Mean Annual Runoff Volume (MARV) Approach MARV: ≤ 2 ML/ha/year at the point of discharge to the local waterway 90%ile flow: 1000 to 5000 L/ha/day at the point of discharge to the local waterway 50%ile flow: 5 to 100 L/ha/day at the point of discharge to the local waterway 10%ile flow: 0 L/ha/day at the point of discharge to the local waterway Option 2: Flow Duration Curve Approach 95%ile flow: 3000 to 15000 L/ha/day at the point of discharge to the local waterway 90%ile flow: 1000 to 5000 L/ha/day at the point of discharge to the local waterway 75%ile flow: 100 to 1000 L/ha/day at the point of discharge to the local waterway 50%ile flow: 5 to 100 L/ha/day at the point of discharge to the local waterway Cease to flow: Cease to flow to be between 10% to 30% of the time	**YES**	Stream health has been previously assessed and approved for the wider Estate under SSD 9522, which applies to this development based on the requirements set in Section 2.4 of the final MRP DCP.
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	**YES**	A Civil Engineering Report has been prepared by ARUP, for which the Proposed Development would

<table>
<tr><th colspan="3">Mamre Road Precinct Development Control Plan (MRP DCP) Assessment</th></tr>
<tr><th>Development Control</th><th>Compliance</th><th>Planning Assessment</th></tr>
<tr><td>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.</td><td></td><td>seek to maintain and adhere to the water quality and quantity targets established across the Site.</td></tr>
<tr><td>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.</td><td>YES</td><td>The WSUD Strategy prepared by ARUP in relation to the Proposal will assist in the effective operation and maintenance of the various water quality components.</td></tr>
<tr><td>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.

Table 7. Acceptable solutions for Water Sensitive Urban Design
<table><tr><th>Component</th><th>Potential Measure</th></tr><tr><td>Roof</td><td>• Compact development typologies
• Rainwater and stormwater harvesting connected to appropriate reuse
• Green roofs/walls</td></tr><tr><td>Hardstand</td><td>• Diversion of runoff to deep soil/landscaped areas
• Bioretention facilities
• Stormwater harvesting
• Gross Pollutant Traps</td></tr><tr><td>Driveways, carparks and crossovers</td><td>• Diversion of runoff to deep soil/landscaped areas
• Permeable pavement (carparking bays)
• Bioretention</td></tr><tr><td>Landscaped areas</td><td>• Infiltration into deep soil (where permissible, subject to controls and 7 in Section 2.4 above)
• Irrigation from on-site rainwater tanks
• Planting selection to maximise evapotranspiration and nutrient removal</td></tr><tr><td>Public Open Space</td><td>• Infiltration into deep soil (where permissible, subject to controls and 7 in Section 2.4 above)
• Irrigation with collected rainwater and/or stormwater runoff
• Estate/precinct scale stormwater harvesting and irrigation</td></tr></table></td><td>YES</td><td>An integrated stormwater management plan which integrates WSUD principles (including detention systems, bio-retention basins (as approved under SSD 9522), irrigation, rainwater reuse and other measures) has been proposed for the development.

Integration of stormwater management systems has been made within landscape setbacks and landscaped areas.

Reuse of rainwater is also proposed for non-potable uses (irrigation and toilet flushing).

Further details are provided within the Civil Engineering Report (Appendix 9 of the EIS).</td></tr>
</table>

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
<table><tr><th>Component</th><th>Potential Measure</th></tr><tr><td>Naturalised trunk drainage paths</td><td>• Infiltration into deep soil (where permissible – refer to Waterway health and Water Sensitive Urban Design controls 6 and 7 above)</td></tr><tr><td>Public roads</td><td>• Passively irrigated Wianamatta Street Trees, where accepted by the road authority • Bioretention</td></tr></table>		
6) Development must not adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.	**YES**	Refer to Section 8 for environmental management measures, drawings in Appendix A and C for associated erosion and sediment control drawings, within Civil Engineering Report (Appendix 9 of the EIS). These sections show proposed measures, based on the Landcom document *Managing Urban Stormwater – Soils & Construction Volume 1* ('Blue Book') (Landcom, 2004), are proposed during the construction of the development. Measures proposed will limit potential for offsite impacts associated with water runoff and soils during construction. Consideration to management of salinity and acid sulphate soils has been made based on the recommendations of the geotechnical investigations and noted Landcom document, noting the geotechnical conditions of the Site have previously been investigated and approved under SSD 9522.
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).	**YES**	It is noted that the basins (as approved under SSD 9522) have been modelled with a nominal infiltration rate consistent with the type of soil expected to be encountered on-site. This is consistent with any other unpaved area of the Site (i.e. open basins/wetlands, road verge, landscaping in warehouses / data centres etc.). Infiltration trenches or other measures of infiltration are not proposed as part of the works.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
8) Where development is not serviced by a recycled water scheme, at least 80% of its non-potable demand is to be supplied through allotment rainwater tanks. 9) Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: o Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; o 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 o Design recycled water reticulation to standards required by the operator of the recycled water scheme.	**YES**	Water supply for the development will be provided by Sydney Water, an adequate and secure supplier, noting recycled water is proposed to service this Site. Measures including rainwater reuse are proposed for non-potable water use with the demand on non-potable being reduced by 80%. Details of the WSUD measures are contained within the Civil report in Appendix 9 of the EIS and the ESD report in Appendix 17 of the EIS.
Trunk Drainage Infrastructure Naturalised trunk drainage paths are included in the above list of acceptable solutions for WSUD (refer to Table 7). Where applied strictly in accordance with the below controls, naturalised trunk drainage paths can count towards the required contributions to canopy cover and site perviousness. 10) Indicative naturalised trunk drainage paths are shown in Figure 4.	**NOTED**	Noted.
11) Naturalised trunk drainage paths are to be provided when the: o Contributing catchment exceeds 15ha; or o 1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019; unless otherwise agreed by the consent authority. 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.	**YES**	All stormwater discharge has been previously assessed and approved under the requirements of SSD 9522.
13) Naturalised trunk drainage paths shall be designed to: o Contain the 50% AEP flows from the critical duration event in a low flow natural invert; o 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 o Provide safe conveyance of flows up to the 1% AEP flood event.	**YES**	The proposed buildings will be set at the 1% AEP level plus 0.5m freeboard per PCC council policy.
14) Where naturalised trunk drainage paths traverse development sites, they may be realigned to suit the development footprint, provided that they: o Comply with the performance requirements for flow conveyance and freeboard;	**YES**	The TUFLOW modelling and assessment confirms there is negligible impact on upstream, downstream and/ or adjoining sites as a result of the Proposed Developments.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
○ 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.		
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.	**N/A**	Trunk drainage for the Site has been assessed and approved under SSD 9522. There are no proposed works on adjoining properties, hence landowners' consent is not required. Existing drainage flow paths remain consistent with the current paths of flow, which do not have easements. The requirement for all landowners to account for upstream catchments and not impede or restrict flows is a requirement of Council Policy and the MRP DCP and allowed for in the design. The need for easements in the interim or ultimate conditions are not deemed necessary. Further details are provided in the Civil Engineering Report at Appendix 9 of the EIS.
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.	**YES**	Trunk drainage paths for the Site has been assessed and approved under SSD 9522.
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.	**N/A**	No open trunk drainage is proposed as part of the Proposed Development.
18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.	**N/A**	No temporary water storage facilities are proposed.
19) Subdivision and development are to consider the coordinated staging and delivery of naturalised trunk drainage infrastructure. Development consent will only be granted to land serviced by trunk drainage infrastructure where suitable arrangements are in place for the delivery of trunk infrastructure (to the satisfaction of the relevant Water Management Authority).	**YES**	As addressed previously, the trunk drainage in the interim and ultimate conditions has been approved under SSD 9522 and remains consistent with the intent of the Final MRP DCP trunk drainage infrastructure requirements.
20) Stormwater drainage infrastructure, upstream of the trunk drainage, is to be constructed by the developer of the land considered for approval.	**YES**	The proposed stormwater drainage infrastructure will be constructed by the Proponent in accordance with the civil engineering design approved under SSD 9522.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
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.	**NOTED**	All flow paths have been previously agreed under SSD 9522, for which the subject Proposal would remain consistent with.
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.	**YES**	The flood assessment undertaken for SSD 9522 would remain consistent as a result of the Proposal, for which the pre-and-post-development scenarios would not result in any such adverse flooding impacts.
2.5 Flood Prone Land		
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 Study to provide an understanding of existing flooding condition and developed conditions consistent with the requirements of the NSW Flood Prone Land Policy and Floodplain Development Manual. The FIRA shall determine: o 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); o Flood Function (floodways, flood fringe and flood storage areas); o Flood Hazard; and o Flood constraints, including evacuation constraints (if applicable). 2) The FIRA shall adequately demonstrate to the satisfaction of the consent authority that: o Development will not increase flood hazard, flood levels or risk to other properties; o Development has incorporated measures to manage risk to life from flooding; o For development located within the PMF, an Emergency Response Plan is in place; o Structures, building materials and stormwater controls are structurally adequate to deal with PMF flow rates and velocities (including potential flood debris); o Development siting and layout maintains personal safety during the full range of floods and is compatible with the flood constraints and potential risk; o The impacts of sea level rise and climate change on flood behaviour has been considered;	**YES**	The Proposed Development works are located outside of the 1% AEP and PMF flood extent; and do not impact the Estate-wide flooding assessment completed as part of SSD 9522. Furthermore, the building finished floor levels have been raised further beyond the Estate development under SSD 9522, which provides additional protection against flooding. The proposed floor levels for the Data Centre will be a minimum of 3.7 m above the flood planning level and over 2 m above the PMF level. ARUP note, that in events larger than a 5% AEP flood event, the overland flow path will travel along the internal access road from east to west, ultimately discharging in the northwest entrance of the Site to the Estate-road network. There may be some localised flooding within the sag locations for extreme rainfall events; however, this will be minor and does not present a flood hazard to the occupants. Accordingly, given the Site will not be affected by the PMF flood event, on-site refuge within the Proposed

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
○ 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. **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. 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'. **Subdivision** 5) Subdivision of land below the flood planning level will generally not be supported. 6) Subdivision must comply with Designing safer subdivisions guidance on subdivision design in flood prone areas 2007 (Hawkesbury-Nepean Floodplain Management Steering Committee). **New Development** 7) Finished floor levels shall be at 0.5m above the 1% AEP flood. 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). **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 **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. 11) Where existing natural streams do not exist, naturalised drainage channels are encouraged to ensure overland flows are safely conveyed via vegetated trunk drainage		Development and the wider Estate could be undertaken for all occupants.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
channels with 1% AEP capacity plus 0.5m freeboard. Any increase in peak flow must be offset using on-site stormwater detention (OSD) basins. 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. 13) Stormwater basins are to be located above the 1% AEP. 14) Post-development flow rates from development sites are to be the same or less than pre-development flow rates for the 50% to 1% AEP events 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. **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. 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: o The below criteria have been addressed in detail in the supporting FIRA; o The purpose for which the filling is to be undertaken is adequately justified; o Flood levels are not increased by more than 10mm on surrounding properties; o Downstream velocities are not increased by more than 10%; o Flows are not redistributed by more than 15%; o The cumulative effects of filling proposals is fully assessed over the floodplain; o There are alternative opportunities for flood storage; o The development potential of surrounding properties is not adversely affected; o The flood liability of buildings on surrounding properties is not increased; o No local drainage flow/runoff problems are created; and o The filling does not occur within the drip line of existing trees.		
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. 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	**YES**	Artefact assume that all requirements ascertained from the Aboriginal Cultural Heritage Assessment Report (ACHAR) pertaining to SSD 9522 have been followed as part of the Conditions of Consent, for which all Aboriginal sites within the current study area have been subject to total direct impact, leading to a loss of value, as described in the ACHAR prepared by Biosis (2020).

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
completed to inform future assessment and approval requirements for the activity (if any). 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). 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. 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.		
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 identified in Figure 6, including development that: o 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 o May undermine or otherwise cause physical damage to a heritage item; or o Will otherwise have any adverse impact on the heritage significance of a heritage item within which it is situated.	**YES**	As addressed in the Heritage Impact Statement (HIS), it is confirmed that no heritage listed items are identified within the Site. The Proposed Development will be limited to the site boundaries. The Proposed Development is not anticipated to physically damage, adversely impact on the setting, or the significance of the heritage item.
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. 3) In determining the curtilage of a heritage building, consideration is to be given to: o 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; o Outbuildings: A heritage building and its associated outbuildings should be retained on the same allotment; and	**N/A**	As addressed in the HIS, it is confirmed that no heritage listed items are identified within the Site.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
○ 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. In this way, the following elements require specific consideration: ○ The height of new development near heritage items shall be less than the subject item. Increases in height shall be proportional to increased distance from the items and will be considered on merit; ○ 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.	**N/A**	As above.
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**	As above.
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**	As above.
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.	**N/A**	As above.
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**	As above.
9) Vegetation around a heritage item shall be assessed for its value to the item and retained where required.	**N/A**	As above.
2.8 Bushfire Prone Land		
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). 2) A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land.	**YES**	The Site is identified as Bushfire Prone Land – Vegetation Category 2 as described in the EIs and Bushfire Impact Assessment.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
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	**YES**	The entire Site is identified as bushfire prone land and includes proposed APZs in accordance with the PBP to inform the safe construction and operation of the Proposal in the instance of a fire event.
4) Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997	**Noted**	Noted.
2.9 Salinity		
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 the stormwater management measures proposed in accordance with Section 2.4 to limit the mobilisation of salts in the catchment. 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.	**YES**	All salinity and geotechnical conditions will remains as approved under SSD 9522.
2.10 Contaminated Land		

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning 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. 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 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	**YES**	Under SSD 9522, a Phase 2 Environmental Site Assessment was undertaken by JBS&G to assess the potential for contamination in soil and groundwater across the Site. It is important to note, that in the investigations previously undertaken, no Contaminants of Potential Concern (COPC) were detected above the laboratory Limits of Reporting (LOR) or the site assessment criteria in the analysed samples. It is noted, that a CEMP, including an unexpected finds protocol, has been developed for the Site following the post-approval requirements of SSD 9522 to ensure that typical site management strategies are implemented, and no contamination is introduced to the Site during redevelopment.
2.11 Aviation Safeguarding		
1) An Aviation Safeguarding Assessment is to be submitted with development applications detailing compliance with aviation safeguarding measures and the controls outlined below. o 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.	**YES**	An Airport Safeguarding Memorandum has been prepared by ARUP, which satisfactorily considers and addresses the relevant requirements stipulated under Section 2.1.1 of the Draft Mamre Road Precinct DCP, which is located in Appendix 25 of the EIS. The safeguarding controls set out aims to prevent airspace intrusion, protect interference with avionics and landing instrumentation, and remove any distractions or conflicts for pilots. Accordingly, the Proposal would not detract from the operations of the future Western Sydney Airport as the Proposal does not fall within the relevant contours or the Obstacle Limitation Surface (OLS) (the building is under 190-210 m), for which further assessment would be required to be undertaken with respect to heights and acoustic attenuation across the Site.
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 navigation of aircraft. Buildings and any ancillary structures must not encroach into protected airspace. **Noise** 3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.		

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
Lighting 4) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces **Emissions** 5) Development must not generate emissions into the protected airspace. 6) Any plumes do not: o Have peak vertical velocities of more than 4.3m/sec. o Incorporate flares. **Wildlife Hazards** 7) Development must not attract wildlife which would create a safety hazard in the operations of the Airport. 8) All waste bins are to be designed and installed with fixed lid 9) Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes. 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 system. 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.		
2.14 Utilities Services		
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 2) A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections. 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	**YES**	As demonstrated in Service Infrastructure Assessment, adequate utilities services will be provided as part of the Proposed Development.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
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		
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. 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	**YES**	All road upgrades and traffic arrangements through estate roads has been addressed under SSD 9522. The proponent has consulted with TfNSW as part of the SSD Application process, which has informed the design of roads and intersections. The development does not impact the Southern Link Road.
3. Precinct and Subdivision Design		
3.1 Subdivision		
1) Subdivision is to be in accordance with the controls in Table 7. 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. 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. 4) Lots adjoining or containing watercourses are to maintain or establish native vegetation riparian corridors in accordance with Section 2.3. 5) Land zoned E2 Environmental Conservation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for	**N/A**	Subdivision does not form part of the Proposal. The allotments were approved for subdivision under SSD 9522.

<table>
<tr><th colspan="3">Mamre Road Precinct Development Control Plan (MRP DCP) Assessment</th></tr>
<tr><th>Development Control</th><th>Compliance</th><th>Planning Assessment</th></tr>
<tr><td>revegetation and rehabilitation in accordance with a Vegetation Management Plan, including ongoing monitoring and management.
6) Subdivision design is to facilitate the precinct road network and hierarchy.
7) Access to lots should be from local or collector industrial roads.
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.

<table>
<tr><th>Subdivision element</th><th>Area</th><th>Control</th></tr>
<tr><td>Minimum Allotment Size</td><td>IN1 General Industrial</td><td>1,000m²</td></tr>
<tr><td></td><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></td><td></td></tr>
<tr><td colspan="3">3.2 Views and Visual Impacts</td></tr>
<tr><td>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.
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.
5) All retaining walls must include mature tree planting along the top of the retaining wall to mitigate the visual impact of buildings when viewed from sensitive locations (refer Figure 9). Sufficient deep soil shall be available to accommodate a mature screening tree.</td><td>YES</td><td>The Proposed Development is expected to create visual impacts for some user groups who will experience views of the Site. The highest visual impacts are predominantly a number of residential dwellings that are located in close proximity to the Site towards the north and west within Luddenham and further south in Kemps Creek. Notwithstanding, the Landscape and Visual Impact Assessment demonstrates that careful selection of building finishes and colours combined with proposed landscape planting at the Subject Site can be helpful in filtering and blending the Proposal and its surrounding context. This in turn will help to reduce visual impacts for those people and locations in close proximity to the development. Landscaping will be most effective after a period of 15 years, which is the point the trees and shrubs are expected to begin reaching maturity.</td></tr>
<tr><td colspan="3">3.4 Transport Network</td></tr>
<tr><td colspan="3">3.4.1 Road Network, Hierarchy and Design</td></tr>
<tr><td>Traffic and Transport Assessments</td><td>YES</td><td>The development is consistent with the road network map that is contained within the final DCP (Figure 12)</td></tr>
</table>

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
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. 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). **Road Network** 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. 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. 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. 6) Internal local roads are to be designed to: o Create a permeable network based on a modified grid system; o Provide access to and facilitate the development of adjoining properties; o Provide a pedestrian and cycle network that minimises travel distances and conflicts with industrial traffic; o Maximise connectivity to and from open space and employment service hubs o Take account of topography, view corridors, site drainage, and vegetation; o Provide frontage to and maximise surveillance of open space and riparian corridors; o Provide views to landscape features and visual connections to activity nodes; and o Maximise the effectiveness of water sensitive urban design measures. 7) Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal: o Will not detrimentally impact on access to adjoining properties;		and as approved under SSD 9522, including the Estate's potential traffic generation impacts, including the 2036 scenario. All access driveways (to the internal road network) will be designed in accordance with the relevant Australian Standards.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
○ Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties; ○ 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. 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 off-road locations. 10) Direct vehicle access to Mamre Road, Southern Link Road and distributor roads (Aldington Road/ Abbotts Road) is not permitted. 11) All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement. 12) The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints. 13) Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools. 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. 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. 16) Development applications shall detail the volume, frequency and type of vehicle movements. 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). **Road Design** 18) Road design is to address the Guide for Traffic Generating Development (former RTA 2002).		

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
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). 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. 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. 22) Road design shall consider arrangements for broken down vehicles and incident response. 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: o Public access to open space; o Function of the road; o Impact on existing vegetation; o Public amenity; o Public safety; and o 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: o 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; o Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes; o Adequate on-street parking must be provided; o Adequate swept turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle; o Road widths must be set to minimise kerbside restrictions and regulatory signage; o Sufficient width must be provided for specialist drainage functions; and o Life cycle costs for construction and maintenance must be minimised.		
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. 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. 3) Development applications for lots including or adjacent to the dedicated freight corridor shall make provision for the dedicated freight corridor. 4) The dedicated freight corridor shall be a minimum of 10.0m wide and meet the design requirements specified by Transport for NSW.	**N/A**	The Site does not adjoin the future Freight Rail Network. Notwithstanding, the Masterplan approved under SSD 9522 has considered this in further detail along the northern boundary of the Estate.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning 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. 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.		
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. 2) Development is to respond to the provision of a future bus link to the M4 Motorway. 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. **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. 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. **Pedestrian Connections** 6) All footpaths are to be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government). 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. 10) To enable comfortable passage for all people with diverse abilities, footpaths must be: o Provided on both sides of the road; o A minimum of 1.5m wide on one side; o A minimum of 2.5m shared path on the opposing side (with the exception of distributer roads, refer to Table 9);	**YES**	The Proposed Development will be capable of accommodating the public transport infrastructure, with estate roads compliant with the DCP typologies. In addition, future Metro stations are proposed to west of the Mamre Road Precinct for improved connectivity with interconnecting services. Notwithstanding, a Green Travel Plan (GTP) has been proposed to be implemented to inform future site-specific travel plans.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
○ 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. 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. 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 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. 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. 17) 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		
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.	**YES**	The proposed engineering works are consistent with the relevant Council standards as detailed within Appendix 9 of the EIS.
4. General Requirements for Industrial Development		
4.1 Site Analysis		

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
1) All development applications are to be accompanied by a Site Analysis Plan.	**YES**	A Site Analysis Plan has been provided within the Architectural Plans prepared by Greenbox Architecture in Appendix 6 of the EIS.
4.2 Built Form Design Controls		
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. 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. 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. 4) Taller building elements over 15m should be set back from the street frontage. 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. 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. 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: o The Precinct, particularly when viewed from elevated locations and view lines identified in Figure 10; o Wianamatta-South Creek; and o Adjoining rural-residential areas. 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.	**YES**	The Site is subject to a maximum height limit of 20m under the DCP. The proposed Data Centre will exhibit a maximum height of approximately 21.31 m measured from the existing ground level resulting in a minor non-compliance with Section 4.2.1 of the DCP. The Proposed Development is expected to create visual impacts for some user groups who will experience views of the Site. The highest visual impacts are predominantly a number of residential dwellings that are located in close proximity to the Site towards the north and west within Luddenham and further south in Kemps Creek. Notwithstanding, the Landscape and Visual Impact Assessment demonstrates that careful selection of building finishes and colours combined with proposed landscape planting at the Subject Site can be helpful in filtering and blending the Proposal and its surrounding context. This in turn will help to reduce visual impacts for those people and locations in close proximity to the development. Landscaping will be most effective after a period of 15 years, which is the point the trees and shrubs are expected to begin reaching maturity.
4.2.2 Building Setbacks		
1) Building setbacks are to be in accordance with the standards outlined in Table 10.	**YES**	The proposed Data Centre provides the following building setbacks:

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
<table><tr><th>Location</th><th>Distance (m)</th></tr><tr><td>Lots fronting designated roads (Mamre Road and Potential Southern Link Road)</td><td>20</td></tr><tr><td>Lots fronting key access roads (distributor and collector roads)</td><td>12</td></tr><tr><td>Lots fronting all other roads (local estate roads)</td><td>7.5</td></tr><tr><td>Secondary road frontages (corner lots)</td><td>5</td></tr><tr><td>Rear and side boundaries</td><td>5</td></tr><tr><td>Lots adjoining existing rural-residential development in Mount Vernon</td><td>Refer to Section 3.3</td></tr><tr><td>Lots adjoining Warragamba Water Supply Pipeline (unless specified elsewhere in this DCP)</td><td>5</td></tr><tr><td>Lots adjoining the proposed Intermodal Terminal (setback from any boundary that adjoins the Intermodal Terminal site)</td><td>20</td></tr><tr><td>Lots adjoining the proposed WSFL corridor</td><td>5</td></tr><tr><td>Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)</td><td>10m from the edge of E2, RE1 and RE2 land, unless separated by a road, and then no setback is required.</td></tr></table>		▪ Front setback – Estate Road (north): 17.12 m ▪ Rear boundary (south): 31.28 m ▪ Side boundary (west): 103.56 m ▪ Side boundary – Estate / Public Access Road (east): 35.56 m Therefore, the setbacks proposed are considered to be compliant with the requirements of the DCP.
2) Notwithstanding Control (1) above, no development other than the following development is permitted within the defined setback for any road, other than Mamre Road and potential Southern Link Road: o Landscaping; o Maintenance/rehabilitation of biodiversity corridors or areas; o Utility services installation; o Accessways and driveways (not permitted in setbacks to designated roads); o Fire access roads; o Approved signage; o Street furniture; or o Drainage works.	**YES**	The proposed Data Centre would remain consistent with the control, with all built form particulars proposed within the applicable setbacks, with ancillary components located elsewhere throughout the Site.
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.	**YES**	Driveways and carparking areas are provided within the front and side boundary setbacks from the Estate access roads.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
4) Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area: o 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; o Promotes the function and operation of the development; o 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 o Does not detract from the streetscape values of the locality.	**Appropriate on merit**	Car parking is provided within the northern and western building setbacks that provides a 12 m setback from the property boundary. Within this area, the Proposed Development provides for landscaping setbacks 6m that will screen all built form elements and will 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). 6) Additional setbacks may be applicable to avoid construction over easements. 7) For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 18).	**YES**	The design of setback and hardstand areas haw been designed to minimise visual impacts of the development. Further details of the landscape design are provided in **Appendix C3** of the RtS.
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.	**YES**	As demonstrated in the Landscape Plans (refer to **Appendix C3** of the RtS), over 10% canopy is achieved on the Site.
2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications. 3) Landscaped area is to be provided in accordance with Table 11	**YES**	24,186.34 m^2 of landscaping has been proposed for the Site, with the boundaries of the Site incorporating extensive landscape setbacks beyond those required under the Draft Mamre Road Precinct DCP as follows: ▪ Front Setback (northern boundary): 6 m landscape setback and 3 m turf verge ▪ Side Setback (eastern boundary): 6 m landscape setback and 10.1 m turf verge – noting the substation yard fence includes a 2.5 m separation between the yard fence and the 2.4 m high security fence

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
<table><tr><th>Location</th><th>Requirement</th></tr><tr><td>Lots fronting designated roads (Mamre Road and proposed Southern Link Road)</td><td>10m landscape setback to the road frontage</td></tr><tr><td>Lots fronting key access roads (distributor and collector roads)</td><td>6m or average 50% of the front setback from the site boundary along the road frontage</td></tr><tr><td>Lots fronting all other roads (local estate roads)</td><td>Average of 50% of the front setback along the road frontage</td></tr><tr><td>Rear boundary</td><td>2.5m from the rear boundary</td></tr><tr><td>Side boundary</td><td>No minimum requirement</td></tr><tr><td>Lots adjoining existing rural-residential development in Mount Vernon</td><td>Refer to Section 3.3.</td></tr><tr><td>Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)</td><td>5m landscape setback from the edge of the E2, RE1 and RE2 zoned land, unless separated by a road</td></tr></table>		▪ Side Setback (western boundary): 6 m landscape setback ▪ Rear Setback (south boundary): 8 m landscape setback with screen planting and tiered retaining walls to provide increased visual amenity for the adjoining RE1 zone It is considered that the landscaping setbacks are compliant with the DCP requirements.
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: o Deep soil (one metre or more in depth, connected subsoil) – 100% o Shallow soil (less than one metre in depth, not connected to subsoil) – 75% o Permeable pavement – 50% o Hardstand – 0%	**YES**	The Site has been designed to cater for a mixture of permeable surfaces that will adhere to the requirements of the DCP.
5) Existing remnant vegetation within front, rear and side setback areas shall be retained and enhanced as an integral part of the landscaping proposals for each development.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans within **Appendix C3** of this RtS.
6) Landscaped front setbacks should include canopy trees whose mature height is in scale with the Proposed Development.	**YES**	The proposed landscaping within front setback areas includes canopy trees in full compliance with the DCP target of 10%. Further details can be found in the Landscape Plans within **Appendix C3** of this RtS.
7) Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shadow and cool the building.	**YES**	Tree planting is proposed around the boundaries of the Site achieving compliance with the control.
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.	**YES**	The Site does not adjoin any educational establishments. While the surrounding areas comprise existing rural-residential receivers, it is noted that the surrounding land has been rezoned to IN1 General Industrial and will be redeveloped for industrial related purposes.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
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.	**YES**	Trees at a rate of 1 per 10 carpark spaces has been achieved throughout the designated parking areas proposed throughout the western portion of the Site.
10) Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	**YES**	Carparks and hardstand areas are screened with the use of proposed tree canopy species and low planting scattered throughout the landscaping setbacks and car parking areas.
11) Paving, structures and wall materials should complement the architectural style of buildings.	**YES**	The proposed paving, structures and wall materials complement the architectural style of the proposed Data Centre. This has been further considered as part of the design evolution through consultation with the GANSW, whereby façade colours have been amended to address the objectives for the elements pertaining to Connection to Country.
12) The selection and location of proposed trees and other landscaping plants is to: o Be consistent with the preferred trees identified in Appendix C; o Consider the use of local native vegetation communities; o Re-use of native plants or topsoil removed during earthworks; o Contribute to the management of soil salinity, water levels and soil erosion; o Ensure tree species being low maintenance and drought tolerant; o Consider the capacity of the species to contribute to tree canopy cover; o 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; o Incorporate a diverse range of flora species for to increase species resilience; and o Consider service authority requirements in easement locations	**YES**	A diverse and large proportion of native and endemic low water species have been incorporated in the Proposal. These are mainly concentrated within the streetscape and buffer zones to site boundary edges. A mix of native and exotic trees, shrubs and groundcovers are proposed around carparking and entry areas. These are consistent with Appendix C of the DCP. Large canopy trees have been selected where possible to contribute to tree canopy cover (refer to **Appendix C3** of the RtS).
13) Street tree planting is to: o Target a minimum container pot of 75L; o Provide continuous canopy along road corridors, including appropriate spacing; o Be setback a minimum 600mm from the back of kerb to tree centreline; and o Take account of sight line requirements near intersections	**YES**	Pot sizes are specified at 100-200L for tree planting. Groups of trees that provide a continuous canopy have been proposed along the Estate Access Road, including large canopy species.
14) Sufficient area/space is to be made available to allow trees to grow to maturity and not damage local infrastructure.	**YES**	Streetscape trees have generous space to grow into the streetscape. It is also proposed to trench each tree grouping so that roots can easily penetrate soil (refer to **Appendix C3** of the RtS).

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
15) No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales shall be used.	**YES**	No weed species are proposed
16) Local Indigenous groundcovers should be considered as a turf alternative in areas not specifically designed for pedestrian use.	**NOTED**	Native and exotic groundcovers are used throughout the verge under street tree planting.
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	**YES**	A communal / recreation area is provided within the western area of the Site and will be suitably landscaped for the future users.
2) In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	**YES**	The communal / recreation area has been designed to give consideration to the outlook, natural features of the Site and neighbouring buildings.
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	**YES**	Landscaping has been provided around the communal area. Shading will also be provided. Tables and chairs are indicated on the plans and the full design will be resolved at the detailed design stage.
4) Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use	**YES**	The communal / recreation area is flat with no impediments.
5) Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June	**YES**	The communal / recreation area will receive 2 hours of sunlight.
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)), where appropriate. 2) An access report is required where disabled access is a requirement of the Disabilities Discrimination Act 1992.	**Appropriate on merit**	As addressed in the ESD Report supporting the EIS, the Proposed Development is committed to targeting a LEED rating in relation to the design of the Data Centre, with specific targets envisaged around GHG emissions and energy efficiency.
Siting/Building Orientation 1) Buildings shall be oriented so building frontage is parallel with the primary street frontage 2) Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling. 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.	**YES**	The proposed architectural design has considered the DCP building orientation controls, including siting and setbacks whilst being considerate towards the built form outcomes in the wider Mamre Road Precinct. This is reflected in the Architectural Plans contained within **Appendix C1**.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
4) Building design should minimise overshadowing within the site and on adjoining buildings. 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.		
Architectural Design 6) The design of facades along the primary street frontage(s) should strengthen passive surveillance and streetscape character, such as through the use of glazing for the office or administration components of the building. 7) External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection. 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. 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. 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). 11) Energy efficient design principles shall be employed in all building designs (Figure 21). 12) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building 13) Courtyard and screen walls shall be in the same material as the building facades.	**YES**	The Proposed Development includes an aesthetically pleasing architectural design treatment that has been strategically prepared by Greenbox Architecture (refer to **Appendix C1**). The approach to the built-form of the Proposed Development, is to create an architectural treatment towards a high-quality, cohesive Data Centre building with an attractive appearance, in a manner that is consistent with the articulated within the Structure Plan for the Mamre Road Precinct. The proposed built-form, incorporates a high-quality design and fabric, to ensure a positive, visual outcome and sustainable development. The bulk and scale of the proposed built-form, is typical of similar Data Centre's throughout the WSEA (and the wider Sydney Metropolitan Region) and is therefore considered highly appropriate for the Site. The proposed Data Centre exhibits a consistent design that would be reflected throughout the broader area upon the development of additional land in direct proximity to the Subject Site. The proposed building bulk and scale would not cause any undesirable visual impact, view obstruction, privacy intrusion or loss of solar access owing to the provision of adequate setbacks, building separation and deep-soil landscaping. Overall, the Site layout has been designed to address the street frontages through the positioning and orientation of offices at the forefront of the Site, where feasible. This would provide additional façade

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
		articulation, as well as opportunities for passive surveillance of the street and car park, in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). Façade articulation will be incorporated in the design through a complementary variety of materials, colours design features and openings, that would create visual interest and prevent the presentation of large expanses of blank wall with positive connotations for views toward the Subject Site.
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. 15) The design of the main office and administration components shall: o 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; o Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and o Incorporate the principles of Universal Design. 16) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses. 17) Roof design must provide natural illumination to the interior of the building.	**YES**	Roofs have been designed in accordance with the Data Centre's operational requirements. Articulation has been proposed where possible to reduce the bulk and scale of the roof elements comprising plant and equipment to limit any adverse visual impacts from occurring.
Environmentally Sustainable Design 18) Development applications shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: o Building and window orientation; o Window size and glass type; o Material, colour and surface treatments (note control 19 in relation to roof colour); o Insulation; o Landscaping and trees to provide shade ad moderate the building microclimate; o Natural ventilation and light with generous, all weather openings; o Utilise extensive roof areas for energy and water collection; o Air flow, ventilation and building morphology to support cooling; and o Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems 19) Light coloured materials should be used in roof construction to reduce the urban heat effect. 20) Building services, excluding manufacturing plant and operations, should promote:	**YES**	Environmentally Sustainable Design (ESD) principles have been incorporated into the design of the proposed Data Centre. Further details are provided in the ESD Report prepared by ARUP in Appendix 17 of the EIS.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
○ 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; ○ 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 ○ Materials with low reflectance values.		
4.2.6 Design of Storage Areas		
1) Storage areas are to be located within the building, where practical. 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 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.	**YES**	Landscaping has been incorporated within the design to shield areas that will contain the short term storage of goods and the proposed rainwater tanks located to the west of the built form and out of public view.
4.2.7 Storage, Transportation 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.	**YES**	No Dangerous Goods are proposed to be stored on-site, which would trigger the threshold provisions of *State Environmental Planning Policy (Resilience*

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
2) A Chemical Use and Storage Report is to accompany development applications involving the storage, transportation and/or processing of chemical substances, except where: o The chemicals are of household or hospital grade and used for routine cleaning; o The total quantity of chemicals used or stored does not exceed 100 litres; or o 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		*and Hazards) 2021*. Should the Proposed Development ever require the need to store Dangerous Goods on-site, a Preliminary Hazard Analysis would be undertaken by a suitably-qualified specialist, with any recommendations on further approvals required (if any), to follow all statutory requirements. The screenings for storage of dangerous goods indicate that the development may not be classified as a hazardous or offensive industry.
4.2.8 Signage and Estate Entrance Walls		
1) All advertising is required to be: o Constructed of high quality, durable materials; o Considered in conjunction with the design and construction of buildings; o Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and o Contained wholly within the site. 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. 3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage. 4) Sky signs and roof signs that project vertically above the roof of a building are not permitted. 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. 7) Signs are to be contained fully within the confines of the wall or awning to which it is mounted. 8) In the case of multiple occupancy of a building or site: o Each development should have a single directory board listing each occupant of the building or site; o Only one sign is to be placed on the face of each premises either located on or over the door; and o Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.	**N/A**	The Proposed Development does not include provision for signage.
Illuminated Signage	**N/A**	The Proposed Development does not include provision for signage.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
9) Illuminated signs are not to detract from the architecture of the building during daylight. 10) Illumination (including cabling) of signs is to be either: o Concealed; o Integral with the sign; o Provided by means of carefully designed and located remote or spot lighting. 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.		
4.2.9 Safety and Surveillance		
1) A Crime Risk Assessment Report must be prepared for the development of new buildings. 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	**YES**	The principles of Crime Prevention Through Environmental Design (CPTED) have been considered in respect of the Proposal under Section 6.4 of the EIS. The Proposal is capable of achieving the principles of CPTED.
4.2.10 Lighting		
1) Lighting details shall be provided as part of any relevant development application. 2) Lighting design should address the principles of CPTED, where there is significant pedestrian activity, late night work-shifts or safety and security issues. 3) Adequate lighting should be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources is encouraged. The use of sensor lighting, both internally and externally, should be considered. 4) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites where there could be an impact on the adjoining site's operations, safety or amenity.	**YES**	Lighting would be designed to be in compliance with the latest version of AS1158 and AS4282 (INT) – Control of Obtrusive Effects of Outdoor Lighting. Lighting has also been provided in accordance with the requirements of Australian Standard 1158.3.1-1999 and the recommendations contained therein. Glare and spill lights would be limited by the selection of fittings and are in accordance with the Australian Standard 4282-1987. Additionally, light fittings are LED wall mounted, pole mounted and mounted on the face of the awning and directed in

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
		such a manner, that they do not cause nuisance to surrounding properties or the public road network.
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. 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.	**YES**	The fencing proposed for the Data Centre is in accordance with the DCP, as well as meeting the future end user requirements in respect of safety and security.
4.3 Amenity		
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. 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.	**YES**	A revised Noise and Vibration Impact Assessment has been prepared by ARUP to consider the potential noise impacts as a result of the Proposed Development. The findings of the acoustic assessment conclude the development is compliant with the DCP and overarching noise emission criteria guidelines as stipulated within the Noise Policy for Industry. The Assessment considers the further input from the NSW DPE with respect to the revised criteria for the Mamre Road Precinct in respect of cumulative impacts.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
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.		
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.	**YES**	The Proposed Development would operate 24-hours 7-days per week. There are no adverse impacts anticipated as a result of the proposed operations.
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. 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: o Characterisation of all emissions; o Measures to mitigate air impacts, including best practice measures; and o Details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment. 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.	**YES**	An Air Quality Impact Assessment (refer to Appendix 13 of the EIS) has been prepared by ARUP which assesses the construction and operational phases of the Proposed Development against the relevant air quality emission criteria applicable to the Site, ensuring compliance can be achieved. Further details of the assessment are discussed in the Air Quality Impact Assessment.
4.4 Earthworks and Retaining Walls		
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. 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). 3) A Geotechnical Report is to be submitted with applications proposing to change site levels.	**YES**	Earthworks across the Site to facilitate development of the building pads to support future development was approved under SSD 9522. Notwithstanding, the Proposed Development includes provisions pertaining to the internal access roads and building finished floor levels which are to be set higher than the surrounding estate road network, with the

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
4) Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards. 5) Level transitions must be managed between lots and not at the interface to the public domain. 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). 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. 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. 9) The highest retaining wall element is to be suitably fenced for safety. 10) Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person. 11) Where possible, fill material should be sourced from within the Precinct. 12) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs. 13) All retaining walls proposed for the site are to be identified in the development application for the Proposed Development. 14) Retaining wall design and materials shall complement architectural and landscape design. 15) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use. 16) Earthworks in the floodplain must address Section 2.5 and Clause 33H of the WSEA SEPP.		overland flow paths at the Site ultimately discharging to the Estate road network. In accordance with the bulk earthworks approved under SSD 9522, the Site will encounter a 3 m fall from the southeast corner to the northwest corner. Further earthworks will be required to enable a consistent finished floor level, as well as providing suitable gradients pertaining to the internal roads on-site. With respect to the western portion of the Site, the earthworks platform will require filling to bring the ground up to the proposed building platform level. This fill material will be sourced from the eastern portion of the Site, or from pavement, utility and stormwater drainage construction, with additional imported fill material as required. ARUP note, that fill material is also required within the southern utility corridor to infill behind the proposed retaining wall, which will provide a shallow graded platform for installing utilities. Investigations undertaken by ARUP confirm that the Proposal results in 46,500 m^3 of fill material and 37,000 m^3 of cut materials, which equates to a net import of fill pertaining to 9,500 m^3. Following additional fill being imported to the Site, the post-development floor levels will be as follows: ▪ SYD-05/06: RL 39.4 m AHD ▪ SYD-07: RL 39.3 m AHD ▪ HV Switchyard: 39.4-40.0 m AHD
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). 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	**YES**	An Erosion and Sediment Control Plan has been prepared by Costin Roe Consulting under SSD 9522 in accordance with the principles and requirements of *Managing Urban Stormwater – Soils & Construction Volume 1* ('Blue Book') (Landcom,

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
are suitable to protect Wianamatta-South Creek and its tributaries, including audit reports. 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. 4) Development is to comply with the construction phase targets in Table 5. 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). 6) The ESCP is to consider the following measures: o Identify all areas likely to cause pollution of waterways from stormwater run-off and implement appropriate devices to stop the risk of pollution; o Divert clean water around the construction site to prevent contamination; o Retain as much natural vegetation as possible and limit site disturbance; o Control stormwater that enters the construction site from upstream; o Divert stormwater from undisturbed upper slopes onto stable areas; o Retain and stockpile all excavated topsoil for future landscaping; o Prevent sediment/silt from entering adjoining property by installing sediment control devices at the low side of sites and wash down areas; o Install high efficiency sediment basins to ensure compliance with the water quality target throughout the construction and building phases; o Provide a single, stabilised entry/exit point to the site; o 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; o Where a work zone permit over public property is applicable, debris control devices are to prevent spillage of building materials into stormwater drains; o Compact all drainage lines when backfilling; o Connect downpipes to the stormwater system as early as possible; o Revegetate all disturbed areas, after on-site works are completed; and o Maintain all sediment control devices during earthworks and construction.		2004), which will implemented for the Proposed Development. ARUP would adopt a further Erosion and Sediment Control Plan as part of the Proposal consistent with that prepared under SSD 9522.
4.5 Waste Minimisation and Management		
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.	**YES**	A Waste Management Plan (refer to Appendix 19 of the EIS) has been prepared for the Proposed Development.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
2) The WRRMP should address the following matters: o The types and volumes of waste and recyclables generated; o Details of on-site storage and/or treatment of waste; o Disposal of waste generated which cannot be re-used or recycled; and o Ongoing management of waste during the operational phase of the development. 3) Waste storage and collection areas should be: o Flexible in their design to allow for future changes in the activities and tenancies; o Located away from primary street frontages, where applicable; o Suitably screened from public areas to minimise noise, odour and visual impacts; o Designed and located to consider possible traffic hazards (pedestrian/vehicular); o Accessible to collection vehicles; o Compatible with the collection service(s) to be used; and o Designed to encourage the separation of materials. 4) The design of waste storage and collection areas must consider: o Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers; o Placing food scraps in specialised containment bins, with regular collection; o Providing refrigerated garbage rooms where there are large quantities of perishable wastes and infrequent collections; and o 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). 6) For communal storage/collection facilities, each tenant should have a designated area.		
4.6 Access and Parking		
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. 2) For activities not identified in Table 11, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) and AS 2890 should be referred to as a guide. 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.	**YES**	Car parking has been provided across the Site to facilitate both the construction and operational phases of the Proposed Development. Parking has been provided in accordance with the Mamre Road Precinct DCP and NSW Roads and Maritime Services (RMS) rates for industry (one (1) space per 300 m^2) and office (one (1) space per 40 m^2). Accordingly, 120 car parking spaces have been provided for the Proposed Development (including accessible (6) accessible spaces) across three (3) separate locations of the Site – with two (2) along the western side of the Site and one (1) along the eastern portion of the Site.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**

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 200m² of gross floor area or 1 space per 2 employees, whichever is the greater
Vehicle Body Repair Workshops/ Vehicle Repair Stations	3 spaces per 100m² of gross floor area or 6 per work bay, whichever is the greater
Warehouses or distribution centres	1 space per 300m² of gross floor area or 1 space per 4 employees, whichever is the greater.
Ancillary office space	1 space per 40m² of gross floor area
Neighbourhood shops	1 space per 40m² 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 600m² of gross floor area of office and retail space (over 1200m² gross floor area) 1 space per 1000m² of gross floor area of industrial activities (over 2000m² gross floor area)

Design of Parking and Manoeuvring Areas

4) The design of car parks and spaces must comply with the relevant Australian Standards.
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.
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.
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.
8) Parking areas should incorporate dedicated parking bays for electric vehicle charging.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
9) Vehicle access is to be integrated into the building design as to be visually recessive. 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. 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. 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. 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. 15) Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction. 16) Visitor parking should be provided outside the secured parking areas. 17) The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles. 18) Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%). 19) Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site. 20) All loading and unloading areas are to be: o Integrated into the design of developments; o Separated from car parking and waste storage and collection areas; o Located away from the circulation path of other vehicles; and o Designed for commercial vehicle circulation and access. 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). 22) Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint. 23) Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable. 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 12. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments.		

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
Bicycle Parking, Facilities and Storage 25) The following bicycle destination facilities for staff are to be provided: o For ancillary office and retail space with a gross floor area over 2500m2, at least 1 shower cubicle with ancillary change rooms; o For industrial activities with a gross floor area over 4000m2, at least 1 shower cubicle with ancillary change rooms; o Change and shower facilities are to be located close to the bicycle storage areas; and o Where the building is strata-titled, the facilities are to be available to all occupants. 26) Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle.	**YES**	12 secure bike racks will be provided for staff and visitors. The office component of the Data Centre will include end-of-trip facilities to complement the bicycle parking.
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. 2) Driveways and access roads shall be designed in accordance with AS2890.1 and 2 - 2004. 3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development. 4) Driveways should be: o Provided from lanes and secondary streets rather than the primary street; o Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees; o Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; o Located to minimise amenity impacts to adjacent rural-residential development; o 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; ando 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. 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. 6) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area. 7) Driveways are to be sealed from the public road up to the parking areas. 8) New allotments must have direct access to dedicated public roads	**YES**	All access driveways (to the internal road network) are designed with reference to AS2890.1 and AS2890.2, consistent with the remainder of the Estate as approved under SSD 9522.

Mamre Road Precinct Development Control Plan (MRP DCP) Assessment		
Development Control	**Compliance**	**Planning Assessment**
5. Other Development		
5.1 Employment Service Hubs		
1) Indicative locations for employment service hubs are identified in the Mamre Road Precinct Structure Plan (Figure 2). Alternate location for an employment service hub may be considered, if: ▪ It is located at least 1km from other existing and/or planned employment service hubs; ▪ It does not preclude the provision of an employment service hub in a more accessible location. 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.	**YES**	The development is not in close proximity to an employment service hub as shown within the DCP.