Appendix I – Mamre Road Precinct Development Control Plan – Compliance Tables

Section 2 – Precinct Planning Outcomes

Control	Compliance (Y/N)	Assessment
2.1 Mamre Road Precinct Structure Plan		
1) Development applications are to be generally consistent with the Precinct Structure Plan (Figure 2), the water cycle management strategy and local road network strategy.	**Y**	The proposed development is consistent with the general arrangement of the Structure Plan as it: • Supports an industrial land use in accordance with the Plan; • Recognises the riparian conservation in the north-east corner of the site in accordance with the Plan; • Provides an internal Industrial Collector Road and delivery of an Open Space Edge Road consistent with Council in-principle agreement on its location; and • Provides an appropriate transitional buffer at the interface of the industrial and environmental components of the development site.
2) The consent authority will consider the extent to which the proposed development is consistent with the Structure Plan, including cumulative and precedent implications on existing and planned infrastructure, and services and amenities provision.	**N/A**	Noted. The development is consistent.
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	**N/A**	The proposal remains consistent with the Structure Plan and does not propose variations in this manner, and therefore is consistent with the Precinct vision for the Mamre Road Precinct.

Control	Compliance (Y/N)	Assessment
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.	**Y**	The development is located within land that had been cleared for agriculture by the 1930s and used intensively for grazing up until 1975, with sheep grazing still ongoing. The subject land only contains two isolated paddock trees, which do not represent an area of native vegetation. The proposed site is currently cleared and used for grazing, and the proposed development will therefore not impact on biodiversity values.
2) Development applications for land that has the potential to impact biodiversity prior to the approval of the CPCP are to be accompanied by a Biodiversity Development Assessment Report.	**Y**	The CPCP has now commenced.
3) Where development is proposed to impact on an area of native vegetation, it shall be demonstrated that no reasonable alternative is available and suitable ameliorative measures are proposed (e.g. weed management, rehabilitation, nest boxes).	**Y**	The subject land only contains two isolated paddock trees, which do not represent an area of native vegetation.
4) A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.	**N/A**	Not applicable: the subject site is not located adjacent to any flora populations. Notwithstanding: • Non-native pasture grass and weeds will be removed mechanically during earthworks, and • Landscape maintenance will include weed control during the operational stage of the development.
2.2.3 Biodiversity Conservation and Management		
Environmental Conservation and Recreation Zones – Blue-Green Network		
1) Minimise clearing of native vegetation within the blue-green network, which comprises land zoned E2 Environmental Conservation, RE1 Public Recreation, RE2 Private Recreation and riparian corridors. Note: Clause 33K of WSEA SEPP also applies.	**Y**	The existing Strahler order 2 stream through the site is to be re-established as part of the development, which may initially require clearing of some vegetation within the corridor however this will be re-planted per the landscape plans and will include Cumberland Riverflat forest species.
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*.	**Y**	The proposed site is currently cleared and used for grazing, and the proposed development will therefore not impact on biodiversity values.
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.	**Y**	This will be prepared as part of detailed construction certificate documentation and would be prepared by a suitably qualified expert.

<table>
<tr><th>Control</th><th>Compliance (Y/N)</th><th>Assessment</th></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 specific threatened species
<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>N/A</td><td>Not applicable.</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>Variation Sought</td><td>All roads proposed are located within the IN1 zone, inclusive of the Open Space Edge Road corridor (excluding the footpath and verge on the western side) as per the latest revision. The proposed wetland and storage ponds are not located on land subject to the MRP DCP, and are instead located on land zoned as ENZ and subject to the Aerotropolis DCP as generally agreed with Sydney Water, of which compliance has been assessed and is available at Appendix W of the Submissions Report.</td></tr>
<tr><td colspan="3">General Biodiversity Management</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>Y</td><td>Not applicable.</td></tr>
</table>

Control	Compliance (Y/N)	Assessment
7) Any mature native tree removed is to be replaced by at least 2 trees selected from the Plant List (Appendix C) which would develop to a similar size at maturity.	**Y**	No mature native trees are proposed to be removed. There are 187 new trees proposed to be planted as part of the development.
8) Mitigation for threatened ecological communities is to be undertaken in accordance with: • Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC; and, • Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).	**Y**	The proposed site is currently cleared and used for grazing, and the proposed development will therefore not impact on biodiversity values.
9) Where practical, prior to development commencing, applicants are to: • Provide for the appropriate re-use of native plants (including but not limited to seed collection) on site and re-use of topsoil that contains known or potential native seed bank; • Undertake a pre-clearance assessment for native fauna immediately prior to native vegetation clearing to ensure arboreal mammals, roosting and hollow-using birds, bats and reptiles found to be present are prevented from accessing vegetation to be cleared, and appropriately removed prior to clearing; and • Native animals are to be relocated from development sites in accordance with the former Office of Environment and Heritage's Policy on the Translocation of Threatened Fauna in NSW.	**Y**	This will be incorporated as required prior to commencement of works.
10) WONS and weeds on the National Environmental Alert List under the National Weeds Strategy are to be managed and eradicated (refer to NSW Weed Wise for current weed identification and management approaches).	**Y**	Noted – no weeds or WONS were identified on site, as it is currently cleared and used for grazing.
11) Subdivision design and bulk earthworks are to consider the need to minimise weed dispersion during and after construction and promote weed eradication. A Weed Eradication and Management Plan is to be submitted with subdivision development applications.		
12) Pest control techniques implemented during and post construction are to be in accordance with regulatory requirements for chemical use and address the relevant		

Control	Compliance (Y/N)	Assessment
pest control strategy and are to reduce the risk of secondary poisoning (e.g. from Pindone or second generation rodenticides).		
13) Vegetation to which Part 3 of State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 applies is the same vegetation that must not be ringbarked, cut down, lopped, topped, removed, injured, wilfully destroyed or cleared without a development consent or permit granted by Council.	**Y**	Noted. No significant vegetation is proposed to be removed as part of this development.
14) Where high intensity lighting is necessary for site operation, safety and security, it is to be designed to avoid light spill into adjoining natural areas. Australian Standard AS 4282 or updates to that standard are to be considered as a minimum.	**Y**	Lighting compliance with the MRP DCP is provided for within the Lighting Concept Plan at **Appendix H** of the Submissions Report
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.	**N/A**	The site is not in an area identified as having microbats present, and the part of the site subject to development is not located adjacent to natural areas.
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.	**Capable of compliance**	The proposal is capable of complying with these requirements which will be addressed at the detailed design stage.
17) Ensure appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.	**Capable of compliance**	These will be implemented during the works as needed to ensure compliance (noting these would likely form conditions of any determination issued).
18) Traffic calming measures shall be considered in all development areas adjacent to Environmental Conservation and Recreation zoned lands not subject to wildlife (including koala) exclusion fencing, such as speed humps, audible surfacing and faunal bridges.		
19) Ensure movement of fauna is facilitated within and through wildlife corridors by: • Ensuring that activities do not create barriers to the movement of fauna along and within wildlife corridors; • Separating fauna from potential construction hazards through the pre-construction and construction process.	**Y**	The majority of the development is located in the IN1 land works in the ENZ zoned land limited to stormwater basins, as consistent with Sydney Water's Regional Integrated Stormwater Scheme Plan. The environmental zone in the far western portion of the site will be protected, along with any wildlife corridors within it.

Control	Compliance (Y/N)	Assessment
20) Adopt and implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).	**Capable of compliance**	Noted.
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.	**Y**	The riparian corridor in the north-east corner of the site does not contain any native vegetation. Furthermore, the proposed restoration of the corridor has been located within the limitations presented by the road widening area of Mamre Road.
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.	**Y**	This proposal seeks to redirect the South Creek tributary in the north-eastern corner of the site through a pipe under the proposed road on the northern boundary of the site. It is noted that SSDs do not require a controlled activity approval per Clause 91 of the *Water Management Act 2000*.
3) Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian area and habitat, such as fallen debris	**Y**	The proposal involves the realignment of the subject land watercourse similar to that agreed to by NRAR for the upstream reaches of the watercourse in the Aspect Industrial Estate SSD located on the eastern side of Mamre Road (approved and delivered). The stream reach within the subject land is not considered to be in a natural state, as identified by CT Environmental (2020). The proposed treatment of the riparian corridor will not result in 'no more than minimal harm will be done to waterfront land' and will provide a more beneficial outcome to the environment beyond that which exists, with substantial revegetation proposed throughout the corridor.
4) Where a development is associated with or will affect a waterway of Strahler Order 2 or higher, rehabilitation shall return that waterway to a natural state.	**Y**	The proposed works will result in an improved outcome for the corridor.
5) Waterway crossings such as bridges are to be maintained to retain ecological connectivity and water quality.	**Y**	A bridge is proposed to cross across this stream on the northern boundary that will be maintained to ensure the retention of ecological connectivity.
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**	The water course is not mapped as key fish habitat and does not provide fish passage.
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	**Y**	Complies – the beneficial outcomes of the proposal result in an improved riparian corridor with substantial embellishment proposed.

Control	Compliance (Y/N)	Assessment
NRAR Guidelines for Controlled activities on waterfront land - riparian corridors (May 2018).		
8) All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.	**Y**	The vegetated riparian zone on the site is on both sides of the stream.
9) The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).	**Y**	As per the Revised Landscape Plans at **Appendix B** of the Submissions Report, the vegetation in the riparian corridor is diverse and includes trees, shrubs and groundcover including water tolerant grasses, Cumberland Riverflat Forest and planting of Cumberland Plain tree species. See Riparian Buffer Zone – Cumberland Riverflat forest planting schedule and indicative trunk drainage planting schedule on drawing number LDA-10 of **Appendix B**.
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**	No works are proposed to Kemps or Ropes Creek.
11) Activities within the vegetated riparian zone, such as cycleways and paths, detention basins, stormwater management devices and essential services, must comply with the 'riparian corridor matrix' in the NRAR Guidelines.	**Y**	Refer to the plans contained in the Revised Watercourse and Biodiversity Assessment at RTS **Appendix E**.
12) The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines.	**Y**	Only one vehicular crossing is proposed for the watercourse crossing which is an interim solution until the internal Industrial Collector Road has been extended across neighbouring properties to the north and south, before ultimately connecting to Mamre Road per the Structure Plan.
13) Private and public fencing should avoid intersecting across riparian corridors.	**Y**	No fencing is proposed to intersect the riparian corridor.
14) Bushfire asset protection zones should be located outside the vegetated riparian zones	**Y**	The Bushfire Management Report provided at **Appendix DD** of the originally lodged EIS package confirms that a sufficient area for an APZ can be provided outside of the riparian corridor.
15) Appropriate widths for vegetated riparian zones are dependent on the stream order in accordance with the Strahler methodology. Stream width shall be measured either in accordance with the 'Waterfront Land Tool' as developed by the NRAR, or from the top of the highest bank on both sides of the channel/watercourse. Enhancement of riparian corridors should: • Respond to the hydrological regime of the drainage area for watercourse treatments; • Replicate the natural watercourse through creation of a meandering channel; • Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings;	**Y**	A 10m wide channel is proposed with minimum riparian zone widths of 9.5m and up to 19.5m. The 10m wide channel has gently sloping banks of 1:1.25 and will be planted with native sedges, rushes and grasses.

Control	Compliance (Y/N)	Assessment
• Minimise ongoing maintenance through channel and stream bed design; • Establish functional riparian zones and natural stream channels; • Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions; • Minimise damage to channel banks and vegetation from storm flow events; and • Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.		
16) Where a development proposal would significantly affect Key Fish Habitat and/or threatened fish, applicants must include an Aquatic Ecological Environmental Assessment in accordance with the Fisheries Management Act 1994.	**N/A**	The site does not contain fish habitat.
17) Water holding structures (e.g. farm dams) more than 0.1ha in area or 3ML in volume within 3km of the approach boundary to Western Sydney Airport, are to be avoided unless appropriate wildlife strike assessment and design/maintenance controls are implemented, to ensure there is no attraction for water-favouring fowl.	**N/A**	No water holding structures are proposed on the subject area outside of the basin that will form part of the ultimate stormwater scheme for Sydney Water.
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.	**N/A**	Not applicable.
19) Where development immediately abuts a riparian corridor, development shall be located and designed to minimise environmental impact to the riparian corridor. Consideration must be given to issues such as surveillance, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat	**Y**	No development is proposed to immediately abutting the riparian corridor excluding the interim access road and the fire access track and hardstand area. This is setback to allow for substantial riparian rehabilitation to occur.
2.4 Integrated Water Cycle Management		
Waterway health and Water Sensitive Urban Design		
1) Development applications must demonstrate compliance with the stormwater quality targets in Table 4 and the stormwater flow targets during construction and operation phases in Table 5 and Table 6 at the lot or estate scale to ensure the NSW Government's waterway	**Y**	Performance of the proposed water management strategy against the stormwater quality targets is presented in **Table 10** of the Water and Stormwater Management Plan at **Appendix L** of the Submissions Report. Performance against the construction phase stormwater flow targets is presented in the Erosion and Sediment Control Plan (**Appendix R**).

Control	Compliance (Y/N)	Assessment
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.		Performance of the proposed water management strategy against the operational stormwater flow targets is presented in **Table 11** of **Appendix L** of the Submissions Report.
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.	**Y**	Performance of the proposed water management strategy against the operational stormwater flow targets is presented in **Table 11** of the Water and Stormwater Management Plan at **Appendix L** of the Submissions Report.
3) Development applications must include a Water Management Strategy (WMS) detailing the proposed Water Sensitive Urban Design (WSUD) approach, how the WMS complies with stormwater targets (i.e. MUSIC modelling), and how these measures will be implemented, including ongoing management and maintenance responsibilities. Conceptual designs of the stormwater drainage and WSUD system must be provided to illustrate the functional layout and levels of the WSUD systems to ensure the operation has been considered in site levels and layout.	**Y**	The Water Management Strategy for the site is outlined in Section 5.3 (**Appendix L** of the Submissions Report.), and includes the approach to WSUD for the site, performance of the proposed stormwater management measures against the DCP targets, and description of delivery, ongoing management and maintenance of each proposed measure. Design drawings showing the layout and levels of the proposed stormwater management elements are included in the AT&L civil package at **Appendix C** of the Submissions Report.
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.	**Y**	Ongoing management and maintenance considerations are addressed in Section 7 of **Appendix L** of the Submissions Report. All costs associated with the delivery, operation and maintenance of the estate-based water management measures will be borne by the proponent.
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.	**Y**	A summary of the proposed WSUD infrastructure adopted in the water management strategy is presented in Section 5.3 (**Appendix L** of the Submissions Report).
6) Development must not adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.	**Y**	The development does not adversely impact the soil salinity or sodic soils. Refer to the Erosion and Sediment Control Plan at **Appendix R** of the Submissions Report.
7) Infiltration of collected stormwater is generally not supported due to anticipated soil conditions in the	**Y**	The proposed water management strategy does not incorporate infiltration of collected stormwater.

Control	Compliance (Y/N)	Assessment
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).		
8) Where development is not serviced by a recycled water scheme, at least 80% of its nonpotable demand is to be supplied through allotment rainwater tanks.	**Y**	On the basis that development will ultimately be serviced by a recycled water scheme, rainwater tanks are not proposed to be incorporated into the development.
9) Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: • Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; • Bring a purple pipe for recycled water to the boundary of the site, as required under Clause 33G of the WSEA SEPP. Not top up rainwater tanks with recycled water unless approved by Sydney Water; and • Design recycled water reticulation to standards required by the operator of the recycled water scheme.	**Y**	Recycled water will be designed within the detailed design stages of the development once timing and standards are confirmed Sydney Water. A purple pipe connection point will be provided in accordance with Sydney Water Standards.
Trunk Drainage Infrastructure		
10) Indicative naturalised trunk drainage paths are shown in Figure 4.	**Noted.**	Noted. Refer to Section 3.2 of RTS **Appendix L** for details of trunk drainage and regional scheme infrastructure.
11) Naturalised trunk drainage paths are to be provided when the: • Contributing catchment exceeds 15ha; or • 1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019; unless otherwise agreed by the consent authority	**Y**	Details of the proposed trunk drainage infrastructure are included in Section 3.2. of **Appendix L** of the Submissions Report.
12) The design and rehabilitation of naturalised trunk drainage paths is to be generally in accordance with NRAR requirements (refer to Section 2.3) that replicates natural Western Sydney streams. An example of a naturalised trunk drainage path is shown in Figure 3.	**Y**	Details of the proposed trunk drainage infrastructure, including a typical section, are included in Section 3.2 at **Appendix L** of the Submissions Report. Further details are provided in the Landscape Design package at **Appendix R** of the Submissions Report.
13) Naturalised trunk drainage paths shall be designed to: • Contain the 50% AEP flows from the critical duration event in a low flow natural invert;	**Y**	Refer to the Flood Impact Risk Assessment report by Costin Roe Consulting (**Appendix N** of the Submissions Report) with sections shown below. The naturalised channel has been designed by Costin Roe to fully contain the 50% low flow and 1% to its capacity.

Control	Compliance (Y/N)	Assessment
• Convey 1% AEP flows from the critical duration event with a minimum 0.5m freeboard to applicable finished floor levels and road/driveway crossings; and • Provide safe conveyance of flows up to the 1% AEP flood event.		• The naturalised channel has been designed by Costin Roe to fully contain the 50% low flow and 1% to its capacity. • Flood level within the north-eastern channel in the 1% AEP is shown to be RL 40.0 when intersecting Warehouse 1 which has a FFL 40.50m indicating a 500mm freeboard. • Refer to Flood Impact Risk Assessment (Costin Roe) for details of flood behaviour relating to the proposed development.
14) Where naturalised trunk drainage paths traverse development sites, they may be realigned to suit the development footprint, provided that they: • Comply with the performance requirements for flow conveyance and freeboard; • Are designed to integrate with the formed landscape and permit safe and effective access for maintenance; • Do not have adverse flood impacts on neighbouring properties; and • Enter and leave the development site at the existing points of flow entry and exit.	**Y**	The proposed naturalised trunk drainage channel follows an alignment that will: • Discharge across the northern boundary at the lowest point along the boundary. • Will be aligned to suit the proposed development layout as well as provide channelised connection for a “naturalised” path prior to discharging to the northern neighbouring site. • Has been designed to contain the 1% AEP peak flow with sufficient freeboard to finished floor levels, such that the flood prone land development controls will be satisfied. • Incorporate suitable points of access for maintenance.
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.	**Y**	The proposed trunk drainage channel will be incorporated into one or more of the proposed lots within the estate.
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.	**N/A**	Not applicable
17) High vertical walls and steep batters shall be avoided. Batters shall be vegetated with a maximum batter slope 1V:4H. Where unavoidable, retaining walls shall not exceed 2.0m in cumulative height.	**Y**	There is a single retaining wall proposed at the entrance to Warehouse 1 with a maximum height of 0.55m. Others relate to recessed docks, aligned with built form walls and fire access tracks, and one on the northern side of Lot 2 is buried with battering on top.
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 raingardens or temporary water storage facilities are proposed within naturalised trunk drainage paths.
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).	**Y**	The proposed trunk drainage channel at the front north-eastern corner will be staged and delivered commensurate with the staging of earthworks and infrastructure across the estate. The trunk drainage channel will form a critical component of the site water management strategy throughout construction and will be incorporated into the Erosion and Sediment Control Plan and Construction Environmental Management Plan. The final form of the trunk drainage channel, including landscaping and any repair or remediation that may be required as a result of construction phase activities, will be undertaken at a suitable stage

Control	Compliance (Y/N)	Assessment
		of development of the estate – nominally at completion of 80% of the development of the estate, and subject to further consultation with the Waterway Manager.
20) Stormwater drainage infrastructure, upstream of the trunk drainage, is to be constructed by the developer of the land considered for approval.	**Y**	All stormwater drainage upstream of the proposed trunk drainage channel will be designed and delivered by the proponent.
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.	**N/A**	Noted – subject to further consultation with the Waterway Manager.
22) All proposed development submissions must clearly demonstrate via 2-dimensional flood modelling that: 1) Overland flow paths are preserved and accommodated through the site; 2) Runoff from upstream properties (post development flows) are accommodated in the trunk drainage system design; 3) Any proposed change in site levels or drainage works are not to adversely impact and upstream or downstream, or cause a restriction to flows from upstream properties; 4) There is no concentration of flows onto an adjoining property; and 5) No flows have been diverted from their natural catchment to another	**Y**	Refer to the Updated FIRA at **Appendix N** of the Submissions Report. 1. Existing overland flow paths have been assessed and modified to suit the proposed layout of the site. 2. TUFLOW modelling conducted by Costin Roe to accommodate existing flows into the proposed site layout 3. The Costin Roe report states "The development proposal does not result in any incremental increase in peak flood levels off-site and other areas. If other future developments provide for similar relative impacts and management measures (including flood storage compensation) as required of the Final MRP DCP, the overall cumulative impact within the South Creek corridor would be effectively managed. Accordingly, the development would be considered to not be contributing to a future cumulative impact" 4. As mentioned above "there is no incremental increase in peak flood levels off-site" 5. All flows have followed their natural path as described and discussed within the Costin Roe report.
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: • Flood behaviour for existing and developed scenarios for the full range of flooding including the 5% Annual	**N/A**	The site is identified as being partially flood prone, particularly in the western areas of the site zoned ENZ as per the Precincts – Western Parkland City SEPP. However, the main part of the development is proposed on the part of the site that is not flood prone (with scope of works proposed in the ENZ zoned land limited to the stormwater basins, as configured and to be ultimately managed by Sydney Water as per Sydney Water's Regional Integrated Stormwater Scheme Plan). Flood modelling has been prepared and is provided at **Appendix N** of the Submissions Report.

Control	Compliance (Y/N)	Assessment
Exceedance Probability (AEP), 1% AEP, 0.5% AEP, 0.2% AEP and Probable Maximum Flood (PMF); • Flood Function (floodways, flood fringe and flood storage areas); • Flood Hazard; and • Flood constraints, including evacuation constraints (if applicable).		
2) The FIRA shall adequately demonstrate to the satisfaction of the consent authority that: • Development will not increase flood hazard, flood levels or risk to other properties; • Development has incorporated measures to manage risk to life from flooding; • For development located within the PMF, an Emergency Response Plan is in place; • Structures, building materials and stormwater controls are structurally adequate to deal with PMF flow rates and velocities (including potential flood debris); • Development siting and layout maintains personal safety during the full range of floods and is compatible with the flood constraints and potential risk; • The impacts of sea level rise and climate change on flood behaviour has been considered; • Development considers Construction of Buildings in Flood Hazard Areas and accompanying handbook developed by the Australian Building Codes Board (2012); and • Fencing does not impede the flow of flood waters/overland flow paths.	**Y**	Flood modelling has been prepared and is provided at the updated FIRA at RTS **Appendix N**.
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.	**N/A**	Not applicable.
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'.	**N/A**	Not applicable.

Control	Compliance (Y/N)	Assessment
Subdivision		
5) Subdivision of land below the flood planning level will generally not be supported.	**N/A**	Subdivision of land is proposed to create allotments for the different components of the proposal however does not propose subdivision below the flood planning level that would enable built form to be delivered.
6) Subdivision must comply with Designing safer subdivisions guidance on subdivision design in flood prone areas 2007 (Hawkesbury-Nepean Floodplain Management Steering Committee).	**N/A**	Subdivision of land is proposed to create allotments for the different components of the proposal.
New development		
7) Finished floor levels shall be at 0.5m above the 1% AEP flood.	**Y**	Complies. See Revised Civil Engineering Drawings at **Appendix C** of the Submissions Report.
8) Flood safe access and emergency egress shall be provided to all new and modified developments consistent with the local flood evacuation plan, in consultation with Council and the State Emergency Services (SES).	**Y**	Complies. See Revised Civil Engineering Drawings at **Appendix C** of the Submissions Report.
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.	**N/A**	Not applicable.
Overland Flow Flooding		
10) Development should not obstruct overland flow paths. Development is required to demonstrate that any overland flow is maintained for the 1% AEP overland flow with consideration for failsafe of flows up to the PMF.	**Y**	The proposed major and minor system drainage has been designed such that development within the estate will not obstruct any overland flow paths. Suitable allowance for overland flow has been made within the design of the major and minor system. Refer to the Flood Impact Risk Assessment report by Costin Roe Consulting (**Appendix N** of the Submissions Report) for further details of allowance for overland flow within the estate for events 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 channels with 1% AEP capacity plus 0.5m freeboard. Any increase in peak flow must be offset using onsite stormwater detention (OSD) basins.	**Y**	Refer to the Flood Impact Risk Assessment report by Costin Roe Consulting at **Appendix N** of the Submissions Report for details of the proposed trunk drainage infrastructure. Refer to Section 7.6.4 and 7.10 for details of the proposed detention tanks that will attenuate peak flows within the estate prior to discharge across the estate boundary.
12) OSD is to be accommodated on-lot, within the development site, or at the subdivision or estate level, unless otherwise provided at the catchment level to the satisfaction of the relevant consent authority.	**Y**	OSD is accommodated within the development site.

Control	Compliance (Y/N)	Assessment
13) Stormwater basins are to be located above the 1% AEP.	**Y**	The site is not subject to mainstream flooding, and therefore the proposed detention tanks will be located outside the extent of 1% AEP mainstream flooding.
14) Post-development flow rates from development sites are to be the same or less than predevelopment flow rates for the 50% to 1% AEP events.	**Y**	The performance of the proposed detention basins against the stormwater quantity targets in the Mamre Road Precinct DCP is summarised in Section 6.3.3. in **Appendix L** of the Submissions Report.
15) OSD must be sized to ensure no increase in 50% and 1% AEP peak storm flows at the Precinct boundary or at Mamre Road culverts. OSD design shall compensate for any local roads and/or areas within the development site that does not drain to OSD.	**Y**	As demonstrated in Table 12 (**Appendix L** of the Submissions Report), the proposed detention basins have been sized to ensure no increase in peak flows at the discharge point from the site.
16) Earthworks up to the PMF must meet the requirements of Clauses 2.40 and 2.41 of the I&E SEPP as well as Sections 2.5 and 4.4 of this DCP.	**Y**	The site is situated above the PMF.
17) Filling of floodways and/or critical flood storage areas in the 1% AEP flood will not be permitted. Filling of other land at or below the 1% AEP is also discouraged, but will be considered in exceptional circumstances where: The below criteria have been addressed in detail in the supporting FIRA; 1. The purpose for which the filling is to be undertaken is adequately justified; 2. Flood levels are not increased by more than 10mm on surrounding properties; 3. Downstream velocities are not increased by more than 10%; 4. Flows are not redistributed by more than 15%; 5. The cumulative effects of filling proposals is fully assessed over the floodplain; 6. There are alternative opportunities for flood storage; 7. The development potential of surrounding properties is not adversely affected; 8. The flood liability of buildings on surrounding properties is not increased; 9. No local drainage flow/runoff problems are created; and 10. The filling does not occur within the drip line of existing trees.	**Y**	1. The development proposes conveyance of flows up to the 1% AEP meeting DPIE's limit on off-site affectation. Offsite water level changes resulting from this development are shown to be below DPIE's threshold of 10mm in the 1% AEP event. It is noted the post development afflux shows water level changes on the western side of Mamre Road which are around 600-700mm. We note that this is function of the new road geometry which is required for the proposed left turn lane on Mamre Road. This was previously a batter down to the rural land within the site, as such in the post development phase, the overflow path on the western side of Mamre Road is increased through the new section of road, however is not considered to be afflux. The modelling confirms water levels over Mamre Road do not change elsewhere. Flood level increase criteria is considered to be met. 2. Velocity assessment shows limited change to velocity offsite. Any increases in velocity are noted to be on site and generally around proposed drainage infrastructure and inlets where it would be anticipated that velocities would change. Downstream velocities are not considered to be increased by more then 10%. Velocity change criteria is considered to be met. 3. Flow conveyance is based on meeting existing inlet and outlet positions for overland flow. As such there is no redistribution of flow proposed as a result of development. Flow distribution criteria is considered to be met. 4. The development ensure that there is no offsite impacts. Further, future developments proposed to coordinate conveyance of flows within dedicated precinct drainage systems, and to attenuate post development flow to less than or equal to pre-development. As such, there is limited or no potential for cumulative impacts as part of this development associated with the overland flow path, or South Creek. Cumulative effect criteria is considered to have been met. 5. The overland flow is noted to be confined to existing gully and farm dams, without limited flood storage. All assessments have been completed based on the existing farm dams being full at the start of the storm event. The proposed development includes for detention storage for all

Control	Compliance (Y/N)	Assessment
		catchments which could act as flood storage for some events. Generally as a conveyance area, flood storage is not required, however as noted above some storage will be available. There is no reduction in 1% AEP flood storage associated with South Creek flooding. Flood storage criteria is considered to have been met. 6. The development ensures that there is limited and has demonstrated acceptable offsite changes. Further, future developments proposed to coordinate conveyance of flows within dedicated precinct drainage systems. There is limited or no potential for adverse effect on future development potential of surround properties as a result of the proposed development. 7. The flood liability of surrounding developments is not affected by the development proposal. Surrounding buildings or properties. 8. We confirm that no local drainage flow/runoff problems are created by the proposed filling. All local tributaries and flow paths will either operate in a similar manner to the existing regime or form part of the overall stormwater management system for the estate. 9. The built form development works extent is noted to be clear of the areas subject to the 1% AEP flood. As such, there is no change or effect on the 1% AEP flood conditions associated with the development. Filling is proposed within the development land and existing trees outside of the proposed development areas are not affected by proposed filling and development activities. 10. It is expected that trees within development land will be affected by the civil works and future industrial development, consistent with the nature of the future development and zoning of the land. This is also noted to be consistent with the SSD application and discussion with DPIE and Council.
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.	**Y**	North-eastern portions of the site are identified on this map being contained within the RE1 land (riparian corridor). An ACHAR had been prepared to address this and is available at **Appendix N** of the originally lodged EIS package. .
2) Any development application within land that contains a known Aboriginal cultural heritage site and/or areas of moderate and moderate–high archaeological potential (refer Figure 5) must consider and comply with the requirements of the NPW Act and related guidelines. An Aboriginal Cultural Heritage Assessment in accordance with Heritage NSW guidelines (e.g. Code of Practice for Archaeological Investigation of Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010) shall be completed to inform future assessment and approval requirements for the activity (if any).	**Y**	An Aboriginal Cultural Heritage Assessment Report (ACHAR) is provided at **Appendix N** of the originally lodged EIS package. The ACHAR details the relevant measures to be undertaken by the proponent in order to respond to Aboriginal Cultural Heritage considerations, and also confirms that a permit under the *National Parks and Wildlife Act 1974* may be required for any objects found during salvage on the site. There is a low density artefact scatter identified across the test excavations undertaken, which will be partially and directly impacted. This has been considered through the ACHAR. It is to note that the potential archaeological deposit '05MAMRE-PAD03' has now been registered as an Aboriginal site on AHIMS to ensure that the area is managed appropriately beyond the lifetime of the current proposal. The registered number is AHIMS ID 45-5-5794, (refer to RTS **Appendix U**).
3) In order to ensure that a person undertaking any development or activities on land does not harm		

Control	Compliance (Y/N)	Assessment
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 listed under the WSEA SEPP and identified in Figure 6, including development that: • May have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing; or • May undermine or otherwise cause physical damage to a heritage item; or • Will otherwise have any adverse impact on the heritage significance of a heritage item within which it is situated.	**N/A**	The site is not on land in the vicinity of heritage items in Figure 6.
2.8 Bush Fire Prone Land		

Control	Compliance (Y/N)	Assessment
1) Land identified as 'bushfire prone land' on the Penrith City Council Bushfire Prone Land Map is to address the bush fire protection measures in the Rural Fire Service publication Planning for Bushfire Protection 2019 (PBP) (as amended).	**Y**	The site is identified as Category 2. A Bushfire Assessment Report has been provided at the originally lodged EIS package at **Appendix DD.** An assessment against the relevant provisions of the PBP is contained within the Report.
2) A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land.		
3) Development on land within 250m of land zoned RU2, E2, and E4 that is not identified as bushfire prone land must consider ways to minimise the risk of ember attack, particularly with regard to roof design, building materials and landscape design.		
4) Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997.	-	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.	**Y**	The Soil Salinity Investigation Report (**Appendix M** of the Submissions Report) has identified non-saline and slightly saline soils to 1.2m below ground level, becoming moderately saline to very saline beyond this depth. Groundwater was not encountered in the investigation depth of up to 2.2m below ground. Site Specific Salinity Management Guidelines have been outlined and detailed in full at Section 5.3 of the Soil Salinity Investigation prepared for this RTS documentation by Geo-Logic, as available at **Appendix M** of the Submissions Report. Section 5.3 details the general recommendations for the shale soil landscape at the site and outlines the mitigations measures required for minimising the impact on the soil salinity.
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.		

Control	Compliance (Y/N)	Assessment
6) Construction techniques shall be employed that prevent structural damage to the development as a result of salinity (see Building in a Saline Environment).		
7) All works are to conform with the Western Sydney Salinity Code of Practice June 2003.		
2.10 Contaminated Land		
1) Prior to granting development consent, the consent authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use having regard to land contamination.	**Y**	Preliminary and Detailed Site Investigations have been prepared and are appended to the EIS at the originally lodged package (**Appendix AA** and **BB**), which identifies that the eastern portion of the site is considered suitable for the proposed industrial development.
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.		
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. • The aviation safeguarding assessment must evaluate the wildlife likely to be present on the subject land and	**-**	Aviation Safeguarding has been addressed within the EIS, noting the site is located over 5km from the airport.

Control	Compliance (Y/N)	Assessment
the risk of the wildlife to the operation of the Airport provided by the applicant which includes; - the species, size, quantity, flock behaviour (where applicable) and the particular times of day or year when the wildlife is likely to be present, - whether any of the wildlife is a threatened species, - a description of how the assessment was carried out, and - is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport.		
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.	**Y**	The height of the proposed warehouses is compliant with all built form controls and will not impact on Airport operations.
Noise		
3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.	**Y**	The proposed development is not a noise sensitive use and will not be impacted by aircraft noise.
Lighting		
4) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces.	**Y**	The proposed development is located outside the lighting zones of NASF Guideline E and will therefore not impact on the operational aspects of the airport.
Emissions		
5) Development must not generate emissions into the protected airspace.	**Y**	Proposed development will not generate emissions into the airspace.
6) Any plumes do not: • Have peak vertical velocities of more than 4.3m/sec. • Incorporate flares.	**Y**	
Wildlife Hazards		
7) Development must not attract wildlife which would create a safety hazard in the operations of the Airport.	**Y**	The proposed development is located within the 8km wildlife buffer around the airport, although will not attract any wildlife that would create adverse safety hazards.

Control	Compliance (Y/N)	Assessment
8) All waste bins are to be designed and installed with fixed lids.	**Y**	To be addressed at detailed design stage however all bins will be designed with fixed lids. This can be a condition of consent.
9) Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes.	**Y**	To be addressed at detailed design stage however this can be a condition of consent.
10) Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event.	**Y**	The OSD is proposed under hardstand on the site and will drain accordingly. The proposed wetland pond will drain within 48 hours.
Communications, Navigation and Surveillance Systems		
11) Development must not impact upon communication, navigation and surveillance systems.	**Y**	Proposed development will not impact on communication, navigation or surveillance systems.
12) Development within the building restricted area does not create electromagnetic field radiations that will interfere with signals transmitted by the communication, navigation or surveillance facility.	**Y**	
2.13 Electricity Transmission Line Easements		
1) Development on land affected by the Electricity Transmission Line Easements (refer Figure 8) must be in accordance with the relevant electricity supply authority's requirements.	**N/A**	The site is not affected by an Electricity Transmission Line easement.
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.	**Y**	The proponent as well as certain sub-consultants have liaised with the relevant utilities providers throughout the design process to ensure adequate arrangements will be in place to service the development. This is discussed in further detail in the Revised Civil Engineering (**Appendix C** of the Submissions Report).
2) A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections.	**Y**	Refer Section 4 of the Civil Design Report at **Appendix Q** of the Submissions Report.
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.	**Y**	Refer Section 4 of the Civil Design Report at **Appendix Q** of the Submissions Report.

Control	Compliance (Y/N)	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.	**Y**	Refer Section 4 of the Civil Design Report at **Appendix Q** of the Submissions Report.
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.	**Y**	Utility mains are proposed to be located within the road reserve, with roads being designed accordingly.
6) Electricity and telecommunication mains are to be placed underground.	**Y**	Utilities will be placed underground.
7) Where technically feasible, compatible public utility services shall be coordinated in common trenching to maximise cost-effectiveness.	**Y**	Telecommunications and electrical cables will occupy common trenches adjacent to the road reserve.
8) Premises are to be provided with high speed, high reliability telecommunications infrastructure (e.g. optic fibre or DSL technology).	**Y**	NBN will be provided as required.
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.	**Y**	Noted.
2.15 Transport Investigation Areas		
Classified Roads – Mamre Road and Proposed Southern Link Road		
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.	**Y**	Provision of land has been made for the future widening of Mamre Road and is intended to form part of its own allotment for ease of acquisition. For further clarification see the Response to DPHI Traffic RTS Letter, prepared by Ason Group and available at **Appendix J** of the Submissions Report.
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.	**Y**	The applicant has consulted with TfNSW in terms of the road widening and the intended access for the site as an interim measure, with TfNSW indicating general satisfaction with the approach. For further clarification see the Response to DPHI Traffic RTS Letter, prepared by Ason Group and available at **Appendix J** of the Submissions Report.

Section 3 – Precinct and Subdivision Design

<table>
<tr><th>Control</th><th>Compliance (Y/N)</th><th>Assessment</th></tr>
<tr><td colspan="3">3.1 Subdivision</td></tr>
<tr><td>1) Subdivision is to be in accordance with the controls in Table 7

Table 8 – Subdivision controls
<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>1000m^2</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>Y</td><td>The proposed subdivision complies with all the relevant minimum lot sizes.</td></tr>
<tr><td>2) Subdivision design is to enable the conservation of natural and landscape features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.</td><td>Y</td><td>The subdivision layout has been designed with specific regard to responding to the interface between the industrial land and land zoned as ENZ (noting that land sits outside the land affected by the Mamre Road DCP).</td></tr>
<tr><td>3) Subdivision design shall balance cut and fill as far as practicable. Development applications must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.</td><td>Y</td><td>Cut and Fill requirements are identified within the Revised Civil Works Package (refer Appendix C of the Submissions Report). The proposed cut and fill have been facilitated to deliver a graded site capable of supporting the proposed industrial warehouses whilst being mindful of potential associated impacts. The level of cut and fill is considered to be appropriate for the proposed development and is justified on the basis that it harmonises changes to the landform with the strategic intent of the site and wider precinct including the provision of the Collector Industrial Road through the centre of the development area, the land required for the widening of Mamre Road and the land required for the Open Space Edge Road. The proposal achieves a balance cut and fill with no import or export of material required.</td></tr>
<tr><td>4) Lots adjoining or containing watercourses are to maintain or establish native vegetation riparian corridors in accordance with Section 2.3.</td><td>Y</td><td>The riparian corridor in the north-eastern corner of the site is to be embellished.</td></tr>
</table>

Control	Compliance (Y/N)	Assessment
5) Land zoned E2 Environmental Conservation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in accordance with a Vegetation Management Plan, including ongoing monitoring and management.	**N/A**	Not applicable.
6) Subdivision design is to facilitate the precinct road network and hierarchy.	**Y**	The proposed subdivision design will not preclude the facilitation of the desired road network and hierarchy for the wider precinct, noting the Collector Industrial Road is proposed as part of this proposal through the centre of the two proposed warehouses. The Open Space Edge Road will be delivered to full specifications but will be kept private until appropriate to dedicate at the appropriate time.
7) Access to lots should be from local or collector industrial roads.	**Y**	Access to the lots is provided from the proposed Collector Industrial Road in the centre of the site. Interim access from Mamre Road is proposed along the northern boundary of the site until such time as the balance of the Collector Industrial Road is delivered by sites to the north and south for through connectivity.
8) Lots adjoining the potential intermodal terminal and dedicated freight corridor shown in Figure 17 should be larger lots (i.e. 10,000m2 or greater) to support freight and logistics development.	**N/A**	Not applicable.
3.2 Views and Visual Impacts		
1) The design of subdivisions and building orientation should respond to the significant landscape elements and view corridors identified in Figure 11, including Mount Vernon, Wianamatta-South Creek and Ropes Creek. Development applications should demonstrate how the natural features of the site have influenced the design.	**Y**	A Visual Impact Assessment has been prepared to support the proposal and is provided with the originally lodged EIS package at **Appendix S**, additionally a Landscape and Visual Impact Assessment RTS Letter is provided at **Appendix D** of the Submissions Report. This report confirms that the proposed development will not have any significant adverse impacts on the surrounding rural residential areas and will largely be screened by existing vegetation as well as the landscaping that is proposed as part of the development. As well as this, the proposed replanting area between Warehouse 1 and the RE1 riparian corridor will provide a physical and visual connection to the natural environment.
2) Site design shall retain visual connection with the blue-green network, ridge lines and vistas	**Y**	The design of the site has been developed for the primary purpose to create a layout that is commensurate to industrial development and logistics operations. In doing this, visual connections to the blue-green network have not been completely retained. Notwithstanding, the future embellishment of the adjoining RE1 zone is considered to provide an appropriate level of outlook amenity.
3) The design of lots adjoining Mamre Road, Southern Link Road, and Aldington/Abbotts Road shall promote a high-quality landscape character.	**Y**	As is discussed within the EIS, the proposed development incorporates high-quality landscaping elements to complement the subdivision design.
4) Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.	**N/A**	Not applicable. No ridgelines are located on the site.

Control	Compliance (Y/N)	Assessment
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.	**Y**	Mature tree planting is proposed adjacent to retaining walls to provide visual screening.
3.4 Transport Network		
3.4.1 Road Network, Hierarchy and Design		
Traffic and Transport Assessments		
1) Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide, and assess the impact of projected pedestrian and vehicular traffic associated with the proposal, and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system.	**Y**	A Transport Management and Accessibility Plan has been provided at **Appendix T** of the originally lodged EIS package which includes a Green Travel Plan (with a Travel Access Guide appendix).
2) Subdivision and development are to consider the coordinated staging and delivery of final road infrastructure throughout the precinct. Development consent will only be granted to land serviced by a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).	**Y**	Noted. As identified within **Appendix T** of the originally lodged EIS package the proposed development can be adequately serviced by the surrounding road network, noting the proposal includes the delivery of part of the Collector Industrial Road through the centre of the site.
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.	**Y**	The proposed development's road network is in accordance with Figure 12. It is acknowledged that Section 3.4.1, specifically Figure 12, identifies an Open Space Edge road that is zoned within the IN1 zone, as per the latest revision. It is intended that this road be delivered to full specifications but kept under private ownership until dedication is possible at the appropriate time.
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.	**N/A**	Not applicable.

Control	Compliance (Y/N)	Assessment
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.	**Y**	The proposed subdivision as part of this application satisfies this requirement noting the road runs through the centre of the site and not along an existing lot boundary.
6) Internal local roads are to be designed to: • Create a permeable network based on a modified grid system; • Provide access to and facilitate the development of adjoining properties; • Provide a pedestrian and cycle network that minimises travel distances and conflicts with industrial traffic; • Maximise connectivity to and from open space and employment service hubs; • Take account of topography, view corridors, site drainage, and vegetation; • Provide frontage to and maximise surveillance of open space and riparian corridors; • Provide views to landscape features and visual connections to activity nodes; and • Maximise the effectiveness of water sensitive urban design measures.	**Y**	The proposed internal road network has been designed so as to maximise accessibility and connectivity with the surrounding locality. Pedestrian footpaths are also proposed on either side of the internal roadways.
7) Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal: • Will not detrimentally impact on access to adjoining properties; • Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties; • 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.	**N/A**	No variation to the desired road network as outlined in Figure 12 is proposed. The proposal is consistent with the road alignments as shown in the DCP.

Control	Compliance (Y/N)	Assessment
8) A public road is to adjoin land zoned RE1 Public Recreation along Wianamatta-South Creek precinct in accordance with Figure 12.	**Y**	There is provision made for the future alignment of the Open Space Edge Road (located on IN1 zoned land) to the west of proposed Warehouse 2. This provision is intended to allow for a planning agreement contribution to be provided to Council. Delivery of the road to full specification as part of this application would result in no connection through to any other road, given that land to the north or south is not yet the subject of any application for delivery. As such the Open Space Edge Road is to remain under private ownership until an appropriate time whereby connection and dedication is possible
9) Access points shall be located to optimise safety, traffic flow and landscape opportunity, as well as end user operations. All parking shall be provided either on site or in centralised offroad locations.	**Y**	Access to the site has been designed with consideration to safety and traffic flow. All parking is provided onsite.
10) Direct vehicle access to Mamre Road, Southern Link Road and distributor roads (Aldington Road/ Abbotts Road) is not permitted.	**Y**	Interim access to Mamre Road is proposed and has been generally accepted by TfNSW noting that the internal Collector Industrial Road will not be delivered for several years. It is however anticipated that the interim access will be removed once that road is delivered, and the widening of Mamre Road is completed.
11) All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement.	**Y**	No intersections are proposed within the internal estate.
12) The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.	**N/A**	A cul-de-sac has been provided at the southern extent of the Industrial Collector Road. Refer drawings C1093 at Revised Civil Drawings at **Appendix C** of the Submissions Report.
13) Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools.	**N/A**	Not applicable.
14) Internal road network intersections to be provided at the following minimum intervals: • Local to local industrial road 40m-60m; • Local to collector / distributor street 100-200m; and • Collector / distributor to sub-arterial 400m-500m.	**N/A**	No internal intersections are proposed.
15) Development shall, where appropriate, be designed to: • Allow all vehicles to either leave or enter the site in a forward direction; • Accommodate heavy vehicle parking and manoeuvring areas; • Avoid conflict with staff, customer and visitor vehicular movements; and • Ensure satisfactory and safe operation with the adjacent road system.	**Y**	The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles., which will be able to leave and enter the site in a forward direction.

Control	Compliance (Y/N)	Assessment
16) Development applications shall detail the volume, frequency and type of vehicle movements.	**Y**	The Transport Management and Accessibility Plan provided at **Appendix T** of the originally lodged EIS package details trip generation and distribution.
17) The design of manoeuvring areas for large vehicles shall consider the Australian Standard 2890 series and Performance Based Standards An Introduction for Road Managers (National Heavy Vehicle Regulator – May 2019).	**Y**	A cul-de-sac has been provided at the southern extent of the Industrial Collector Road. Refer drawings C1093 of the Revised Civil Engineering Plans at **Appendix C** of the Submissions Report. The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles.
Road Design		
18) Road design is to address the Guide for Traffic Generating Development (former RTA 2002).	**Y**	The road design meets this requirement. Refer to the engineering plans and report at **Appendix C**, and **Appendix Q** of the Submissions Report, respectively.
19) Road design must comply with the road configurations in Table 8 and corresponding typical road cross-sections (Figure 12, Figure 13, Figure 14, Figure 15, and Figure 16).	**Y**	The internal road network has been designed in accordance with all the aforementioned Type 2 configurations (refer **Appendix C** of the Submissions Report).
20) The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles.	**Y**	The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles. Refer to the swept paths at **Appendix C** of the Submissions Report.
21) To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.	**Y**	The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles. Refer to the swept paths at **Appendix C** of the Submissions Report.
22) Road design shall consider arrangements for broken down vehicles and incident response.	**Y**	Incident response can be serviced by the road network.
23) For roads adjoining open space, finished road design levels shall match with existing levels of open space and negate the need for retaining walls or battering. Design is to address: • Public access to open space; • Function of the road; • Impact on existing vegetation; • Public amenity; • Public safety; and • Impact on ability to provide street tree planting.	**Y**	The allowance for the future Open Space Edge Road has been considered and provided with an appropriate level interface to the neighbouring Lot 2 Warehouse based on the proposed design. It is noted there is no vehicular access from the proposed development to the Open Space Edge Road until the road is able to be connected and dedicated at a future stage. Landscaping is proposed along this warehouse interface to provide for a green aesthetic.
24) Alternate road configurations may be considered in special circumstances where it can be demonstrated the following key principles can be achieved:	**N/A**	N/A

Control	Compliance (Y/N)	Assessment
• Road and lane widths must allow for two-way movement and turning movements of design vehicles, including consideration for buses, heavy vehicles, garbage trucks and emergency vehicles; • Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes; • Adequate on-street parking must be provided; • Adequate swept turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle; • Road widths must be set to minimise kerbside restrictions and regulatory signage; • Sufficient width must be provided for specialist drainage functions; and • Life cycle costs for construction and maintenance must be minimised.		
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.	**N/A**	Not applicable. The site is not located near the Intermodal Terminal or freight network.
2) Land identified for the intermodal facility is to be integrated with a dedicated freight network to the south, via a road crossing of future Southern Link Road.	**N/A**	Not applicable. The site is not located near the Intermodal Terminal or freight network.
3) Development applications for lots including or adjacent to the dedicated freight corridor shall make provision for the dedicated freight corridor.	**N/A**	Not applicable. The site is not located near the Intermodal Terminal or freight network.
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**	Not applicable. The site is not located near the Intermodal Terminal or freight network.
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.	**N/A**	Not applicable. The site is not located near the Intermodal Terminal or freight network.
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	**Y**	Internal road reserve will be 25.6m in width. Refer to Collector Industrial roadworks and drainage plan at drawing number 21-894-C1041 of the Revised Civil Engineering Plans at **Appendix C** of the Submissions Report.

Control	Compliance (Y/N)	Assessment
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.	**Capable of compliance**	To be addressed at the detailed design stage should bus stops be required once the Collector Industrial Road has been developed further to the north and south.
2) Development is to respond to the provision of a future bus link to the M4 Motorway	**Capable of compliance**	To be addressed at the detailed design stage should bus stops be required once the Collector Industrial Road has been developed further to the north and south.
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.	**Capable of compliance**	To be addressed at the detailed design stage, noting pedestrian paths and cycleways form part of the Collector Industrial Road however require regional connections to outside of the site and Precinct.
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.	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply.
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.	**N/A**	The site is not located along Aldington or Abbots Road.
Pedestrian Connections		
6) All footpaths are to be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government).	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply once the Collector Industrial Road has been developed further to the north and south.
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.	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply once the Collector Industrial Road has been developed further to the north and south.
8) Street lighting in accordance with the provisions of AS1158 should be provided in all streets.	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply. Street lighting will be provided as needed along the Collector Industrial Road.
9) Pedestrian crossing distances in local streets should be shortened through kerb extensions and tight turning radii, which can cause vehicular traffic to slow to negotiate the tighter corners.	**Y**	Complies.

Control	Compliance (Y/N)	Assessment
10) To enable comfortable passage for all people with diverse abilities, footpaths must be: • Provided on both sides of the road; • A minimum of 1.5m wide on one side; • A minimum of 2.5m shared path on the opposing side (with the exception of distributer roads, refer to Table 9); • A minimum of 3.0m on approach routes to predictable destinations such as employment hubs and parks; and • A minimum width of 3.5m for shared paths for recreational use within open space and environmental corridors.	**Y**	Complies.
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.	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply.
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.	**Capable of compliance**	
13) Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists.	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply.
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.	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply.
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).	**Capable of compliance**	To be addressed at the detailed design stage, however the design can comply.
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	**Capable of complying**	Whilst dedicated cycling routes are not proposed (a shared path is proposed along the Collector Industrial Road), cycling will not be discouraged from the site, and it will comprise appropriate way finding features.

Control	Compliance (Y/N)	Assessment
Guidelines including line-marking, signage and logos and Council policies regarding bicycle access.		
17) Pedestrian and cycle routes and facilities in public spaces are to encourage way finding and be convenient, safe, well lit, clearly defined, functional and accessible to all.	**Capable of complying**	Pedestrian footpaths will be delivered in accordance with all the relevant requirements.
18) Shared paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard 1428:1-4.	**Capable of complying**	All pathways will be designed in accordance with the relevant Australian Standards.
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.	**Capable of compliance**	Refer to Civil Engineering Report and Plans for works guidelines.

Section 4 – General Requirements for Industrial Development

Control	Compliance (Y/N)	Assessment
4.1 Site Analysis		
1) All development applications are to be accompanied by a Site Analysis Plan.	**Y**	A Site Analysis Plan forms part of the architectural plans package, which is further supported by a land survey plan (refer **Appendix G** of the originally lodged EIS package).
4.2 Bult 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.	**Y**	The proposed height and massing of the two warehouses is designed to best suit the natural attributes of the site and its surrounds, and any visual impacts from existing and future adjoining development.
2) Buildings should not exceed a maximum height of 16m from the existing ground level within 250m of a rural-residential zone. For all other sites, a maximum building height of 20m from existing ground level is permitted.	**Y**	The site is not within 250m from surrounding rural-residential zoned land and therefore has a height limit of 20m. Each of the warehouses proposes a maximum building height of 14.6m from proposed ground level, being a height of 17.07m from natural ground level for Warehouse 1, and a maximum height of 17.1m from natural ground level for Warehouse 2., which is compliant with this control.
3) Should the nature of the business require that part of the building exceeds the 20m building height control (e.g. high bay warehouses), the proponent must demonstrate that the taller element will not create unacceptable solar, wind and visual impacts to surrounding sensitive uses or impact on the environmental and open space lands or the public domain.	**N/A**	No portion of the proposal exceeds the maximum permissible height.
4) Taller building elements over 15m should be set back from the street frontage.	**Y**	The buildings are set back from the street frontage as required under the Mamre Road DCP. There are no specific taller building elements proposed, with standard ridged warehouse rooflines forming part of this proposal.
5) Building height must ensure direct solar access to public domain, including street trees and footpaths, open space and environmental areas, between the hours of 11:00am and 2:00pm at the winter solstice, 21 June. Shadow diagrams must demonstrate this outcome.	**Y**	There is no surrounding development that will be impacted by shadows from the proposal.
6) Building services located on the roof (such as HVAC, lift motor room, exhaust fans, etc) must be accommodated within the maximum permissible height of the building and away from the street frontage or sensitive interfaces where possible.	**Y**	Given that the proposed maximum building height is 14.6m from proposed ground level, any servicing infrastructure located on the roof is capable of remaining under the 20m height limit., noting the two warehouses are proposed to be 17.07 and 17.1m from existing ground level respectively for Warehouse 1 and Warehouse 2. Specific locations of services will form part of detailed design.
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:	**Y**	Refer to Visual Impact Assessment (**Appendix S** of the originally lodged EIS package, and the Landscape and Visual Impact Assessment RTS Letter provided at **Appendix D** of the Submissions Report) which confirms the proposal will not

<table>
<tr><th>Control</th><th>Compliance (Y/N)</th><th>Assessment</th></tr>
<tr><td>• The Precinct, particularly when viewed from elevated locations and view lines identified in Figure 10;
• Wianamatta-South Creek; and
• Adjoining rural-residential areas</td><td></td><td>have a significant adverse impact on the scenic quality of the broader precinct and surrounding areas.</td></tr>
<tr><td>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.</td><td></td><td></td></tr>
<tr><td colspan="3">4.2.2 Building Setbacks</td></tr>
<tr><td>1) Building setbacks are to be in accordance with the standards outlined in Table 10 below.

Table 10. Building setback requirement
<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>
</table></td><td>Y</td><td>The proposed buildings are sufficiently setback from site boundaries. The proposal is compliant with all relevant setback standards imposed through all primary, side and rear setback requirements in the DCP.

Warehouse 1 setbacks are as follows:
• West: setback more than 18m from the Collector Industrial Road to the buildings west, noting this requires a 12m building setback and a 6m landscape setback.
• East: It is also setback more than 20m from the future Mamre Road widening (10m building setback and 10m landscape setback required).
• South: A 5m setback is provided to the southern boundary of the site, consistent with the side boundary requirement.
• North: at the narrowest point, the built form is setback over 10m from the adjoining RE1 land of the riparian corridor and is compliant with this requirement.
The hardstand area for Warehouse 1 is located outside of the RE1 zone that forms the riparian area, with a 5m wide fire access track running alongside the RE1 zone boundary, and a 10m building setback to the built form.

There is a proposed fire tank and pump house located in the north-western corner of the proposed Warehouse 1 lot area, both outside the 12m building setback to the internal Collector Industrial Road. These are located in the most efficient location for the proposed building.

Warehouse 2 setbacks are as follows:
• West: setbacks are proposed as 7.5m and greater for the western setback and include the fire access track along this boundary (6m). The setback adjoins the Open Space Edge Road and is to be separated from the RE1 zoning by that road, which under the DCP therefore requires no setback. These elements are outside of these setbacks.
• South: the building is setback more than the required 5m setback for side boundaries.</td></tr>
</table>

Control		Compliance (Y/N)	Assessment
Lots adjoining the proposed WSFL corridor	5		• North: the building setback to the north is more than 6m (and includes a fire access track). • East: the building setback is more than 12m to the proposed Collector Industrial Road.
Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)	*10m from the edge of E2, RE1 and RE2 land, unless separated by a road, and then no setback is required.*		
2) Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding Mamre Road and proposed Southern Link Road): • Landscaping; • Maintenance/rehabilitation of biodiversity corridors or areas; • Utility services installation; • Cross-overs; • Fire access roads; • Approved signage; • Street furniture; or • Drainage works.		**Y**	Setback areas are comprised of elements such as the following: • Landscaping; • Vehicle crossovers; • Fire access tracks; • Signage; • Utility services; and • Ancillary servicing infrastructure
3) Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved. Setbacks to public roads may incorporate loading dock manoeuvring areas and associated hard stand if set behind a landscape setback of at least 6.0m to the property boundary.		**Y**	Access ways/driveways are provided around each allotment and on side boundaries of Warehouse 1, plus fire access tracks around Warehouse 2.
4) Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area: • Is within a setback at least 13.0m in depth, as measured from the property boundary to the building line, and set behind a landscape setback at least 6.0m in depth; • Promotes the function and operation of the development; • Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and • Does not detract from the streetscape values of the locality.		**Y**	Car parking areas are located within the front setback areas of each warehouse to the Collector Industrial Road, both with building setbacks which are greater than 13m in size. In particular, both car parking areas are behind a 6m landscape setback. The location of the car parking areas along the Industrial Collector Road and in front of the warehousing will enable clear operation of the development while providing screening elements through proposed landscaping and ensuring activation through continual vehicle movement.
5) The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also 4.2.3 Landscaping).		**Y**	It has been established throughout the RTS and the EIS that proposed setbacks are sufficiently landscaped in order to mitigate visual impacts.
6) Additional setbacks may be applicable to avoid construction over easements.		**N/A**	Not applicable.

<table>
<tr><th>Control</th><th>Compliance (Y/N)</th><th>Assessment</th></tr>
<tr><td>7) For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 18).</td><td>Y</td><td>Refer Transport Management and Accessibility Plan (Appendix T of the originally lodged EIS package) for vehicular sight lines.</td></tr>
<tr><td colspan="3">4.2.3 Landscaping</td></tr>
<tr><td>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.</td><td>Y</td><td>The proposed development achieves 10% tree canopy cover (4,706m^2 of a developable area of 47,034m^2) excluding the RE1 areas, canopy areas within public roads and ENZ areas.</td></tr>
<tr><td>2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.</td><td>Y</td><td>A Revised Landscape Plan has been prepared by Geoscapes and is provided at Appendix B of the Submissions Report.</td></tr>
<tr><td>3) Landscaped area is to be provided in accordance with Table 11.

Table 11. Minimum landscape requirements
<table>
<tr><th>Location</th><th>Requirement</th></tr>
<tr><td>Lots fronting designated roads (Mamre Road and Potential 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 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</td><td>5m landscape setback from the edge of the E2, RE1 and RE2 zoned land, unless separated by a road</td></tr>
</table></td><td>Y</td><td>The proposed development utilises landscaping and urban design features to complement biodiversity values. Landscaping around the site has been specifically designed to respond to the interfaces of the estate with the public domain, adjoining properties, environmentally sensitive land and the adjoining land identified for the future delivery of the Mamre Road widening to the east and Park Edge Road to the west.

The interface with the Open Space Edge Road corridor comprises a 6m wide fire access track with additional landscaping provided, noting that the road design has not yet been confirmed. The delivery of the road is intended to form part of an agreement with Council via contributions. The setback in this location is (fronting all other roads) more than the 50% average setback required and provides for a total of 60% (750m^2) of this frontage as landscaped area.

Additional landscaped setbacks of varying width are provided around the peripheries of the warehousing lots however comply with the requirements under the MRDCP.</td></tr>
</table>

Control	Compliance (Y/N)	Assessment
Recreation (unless otherwise specified elsewhere in this DCP)		
4) A minimum 15% of the site area is to be pervious surfaces, achieved through landscaping and/or the use of permeable paving materials. Perviousness is to be calculated in accordance with the following index: • Deep soil (one metre or more in depth, connected subsoil) – 100% • Shallow soil (less than one metre in depth, not connected to subsoil) – 75% • Permeable pavement – 50% • Hardstand – 0%	**Y**	The site achieves a total pervious area calculated to 12,153m^2 (being the developable area plus the riparian zone, excluding road reserves), which is 22.2% of the total site area of 54,655m^2.
5) Existing remnant vegetation and paddock trees shall be retained within setback areas and enhanced as an integral part of the landscaping proposals for each development.	**Generally compliant**	Generally, cut and fill across the site results in the removal of all vegetation where building footprints and roads are proposed. The scale of landscaping proposed is considered suitable to address this.
6) Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	**Y**	Canopy trees are proposed within the riparian corridor area and around the boundaries of the site, including through the proposed car parking area. It is largely considered that these mitigations are proportionate with the scale of development that is proposed.
7) Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shadow and cool the building.	**Y**	Setbacks include tree planting at each elevation.
8) Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.	**N/A**	The site directly adjoins rural residential dwelling to the south of the site, but it is noted that adjoining residential properties are undergoing redevelopment to industrial consistent with the Mamre Road Precinct structure plan.
9) Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.	**Y**	Planter beds are proposed at various intervals within the respective car parks of the two proposed warehouses with these spaced at 10 car spaces apart. These planter beds contain substantial trees and understorey planting.
10) Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	**Y**	Landscaping is proposed to embellish the car parking areas of each lot. Vehicle manoeuvring and freight areas are situated to the rear and side of proposed warehouses and are already screened from public domain view.
11) Paving, structures and wall materials should complement the architectural style of buildings.	**Y**	Materials have been selected to suit the industrial purpose of the proposed development.
12) The selection and location of proposed trees and other landscaping plants is to: • Be consistent with the preferred trees identified in Appendix C; • Consider the use of local native vegetation communities; • Re-use of native plants or topsoil removed during earthworks; • Contribute to the management of soil salinity, water levels and soil erosion;	**Y**	Refer Revised Landscaping Plans (**Appendix B** of the Submissions Report) which contains a planting schedule.

Control	Compliance (Y/N)	Assessment
• Ensure tree species being low maintenance and drought tolerant; • Consider the capacity of the species to contribute to tree canopy cover; • Ensure invasive turf (including Kikuyu) is not used in areas adjoining remnant vegetation within environmental conservation and recreation areas and riparian corridors, or within landscape buffers; • Incorporate a diverse range of flora species for to increase species resilience; and • Consider service authority requirements in easement locations.		
13) Street tree planting is to: • Target a minimum container pot of 75L; • Provide continuous canopy along road corridors, including appropriate spacing; • Be setback a minimum 600mm from the back of kerb to tree centreline; and • Take account of sight line requirements near intersections.	**Y**	Proposed street trees have been sited and spaced to optimise canopy cover.
14) Sufficient area/space is to be made available to allow trees to grow to maturity and not damage local infrastructure.	**Y**	Trees will be able to grow to maturity – refer Revised Landscaping Plans at **Appendix B** of the Submissions Report.
15) No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales shall be used.	**Y**	Noted.
16) Consolidate landscape areas to maximise space for deep soil, tree growth and aesthetic opportunities.	**Y**	Trees will be able to grow to maturity – refer Landscaping Plans at **Appendix B** of the Submissions Report.
4.2.4 Communal Areas		
1) Each building shall be provided with at least 1 communal area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.	**Y**	Each warehouse is provided with a communal area for the use of employees and visitors. This is located adjacent to the office space for each building, and includes paved areas, a shade sail and adjoining landscaping elements such as turfed spaces, trees and ground planting in nearby planter beds. The communal area has been reconfigured in the RTS stage to allow for an increase of outdoor breakout area, with the entry and exit points reconfigured on both communal areas. At the communal area of Office 2 the rainwater tank has been reconfigured to allow for additional outdoor breakout area for employees, for further detailing see the Revised Architectural Drawings Package available at **Appendix A** of the Submissions Report.
2) In locating communal areas, consideration should be given 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.		
4) Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.		

Control	Compliance (Y/N)	Assessment
5) Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.		
4.2.5 Building Design		
1) Developments with a construction cost of $1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)).	**Y**	The proposed development seeks to achieve appropriate sustainability targeting a 5 star building. Refer to GHG and Energy Efficiency Report (**Appendix V** of the originally lodged EIS package).
2) An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.	**N/A**	Access report is not required.
Siting / Building Orientation		
1) Buildings shall be oriented so building frontage is parallel with the primary street frontage.	**Y**	Building frontages align with the proposed Collector Industrial Road.
2) Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	**Y**	Each warehouse has been orientated to utilise climatic factors for passive benefits and mitigate reliance on mechanical services.
3) Siting and building orientation shall consider landscaping requirements (refer Section 4.2.3), including the best location for tree planting to shade and screen development.	**Y**	Refer to Section 4.2.3 of this DCP Table for landscaping analysis.
4) Building design should minimise overshadowing within the site and on adjoining buildings.	**Y**	The relative bulk/scale of each of the proposed buildings have been facilitated to as to ensure there is no adverse shadowing impacts on the site or adjoining sites given the low nature of the proposed built form.
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.	**Generally compliant**	Loading and servicing areas are located at the sides of the site from the Collector Industrial Road. Car parking is proposed at the front of the site adjoining the Collector Industrial Road as this location is the most appropriate due to the limitations of the subject site in terms of width. Control 5 in Section 4.2.5 of the DCP provides that loading, servicing and large areas of car parking should be accommodated to the side of the site to not be directly visible from the public domain (noting the frontage to Mamre Road is the main component of public domain). Providing these more active uses along the Open Space Edge road to provide an open façade appearance would result in impacts on the amenity of the adjoining RE1 land. Furthermore, it is noted that the Collector Industrial Road is the primary road frontage for the site, hence the orientation of the building in the easterly direction. Furthermore, the western elevation of Warehouse 2 has been provided with a variety of materials and finishes, including translucent materials in locations, concrete dado walls for and a mix of horizontal and vertical Colorbond cladding to provide for an interesting elevation that breaks down the length of the façade into multiple different appearances. Refer to the VIA Viewpoint 5 for a montage of this view.

Control	Compliance (Y/N)	Assessment
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.	**Y**	The facades along the Collector Industrial Road provide for passive surveillance with active areas including the office spaces and car parking entries and exits.
7) External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.	**Y**	Building materials have been selected with consideration to the potential impacts of excessive glare and reflection to surrounding areas.
8) Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.	**Y**	External facades have been designed to be appropriately articulated and visually interesting in the context of an industrial precinct. Materials proposed include precast concrete panels, metal wall cladding, soffit cladding and aluminium cladding for detailed fin elements.
9) In visually sensitive locations, such as adjoining the Mount Vernon rural-residential area, the colour and material palette should utilise muted tones of the natural landscape and avoid bright bold colours and textures.	**Y**	Building colours and materials are commensurate with the proposed development's objectives and functions, with neutral, muted tones being provided so as to ensure compatibility with the natural and built form features of the surrounding locality. It is noted the site does not adjoin the Mount Vernon rural residential area.
10) Large expanses of wall or building mass should be relieved by the use of articulation, variation in construction materials, fenestration or alternative architectural enhancements (refer Figure 19 and Figure 20).	**Y**	External facades have been designed to be appropriately articulated and visually interesting in the context of an industrial precinct. Materials proposed include precast concrete panels, metal wall cladding, soffit cladding and aluminium cladding for detailed fin elements.
11) Energy efficient design principles shall be employed in all building designs (Figure 21).	**Y**	Refer to ESD Report (**Appendix U** of the originally lodged EIS package).
12) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	**Y**	Pedestrian entrance points to each of the warehouses are distinguishable by architectural features.
13) Courtyard and screen walls shall be in the same material as the building facades.	**N/A**	No courtyards are proposed.
14) The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.	**Y**	The roof elements of the buildings have been designed so as to not be visible from the streetscape, with their structural form being commensurate with the function of the development as a warehouse and logistics estate.
15) The design of the main office and administration components shall: • Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition; • Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and • Incorporate the principles of Universal Design.	**Y**	Freight operations offices and any administrative areas are generally located to the front portion of the building and have been integrated with the building's overall design framework.
16) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.	**Y**	

Control	Compliance (Y/N)	Assessment
17) Roof design must provide natural illumination to the interior of the building.	**Y**	The roof forms have been designed so as to not be visible from the streetscape, with their structural form being commensurate with the function of the development as a warehouse and logistics estate.
Environmentally Sustainable Design		
18) Development applications shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: • Building and window orientation; • Window size and glass type; • Material, colour and surface treatments (note control 19 in relation to roof colour); • Insulation; • Landscaping and trees to provide shade and moderate the building microclimate; • Natural ventilation and light with generous, all weather openings; • Utilise extensive roof areas for energy and water collection; • Air flow, ventilation and building morphology to support cooling; and • Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.	**Y**	Refer to ESD Report (**Appendix U** of the originally lodged EIS package) and the GHG and Energy Efficiency Report (**Appendix V** of the originally lodged EIS package).
19) Light coloured materials should be used in roof construction to reduce the urban heat effect.	**Y**	A light colour is proposed for the roof sheeting, being Colorbond 'White Haven'.
20) Building services, excluding manufacturing plant and operations, should promote: • Separate metering of water and electricity for multiple uses or tenants; • Shut-off valves at stormwater outlets to trap toxic spills; • Waterless urinals; • Energy efficient lighting; • 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.	**Capable of compliance**	To be addressed at the detailed design stage.

Control	Compliance (Y/N)	Assessment
21) Measures to improve air quality and visual and thermal comfort to be considered include: • Low VOC paints and low-formaldehyde floor covering, adhesives and furniture; • Glazed facades to be shaded and/or use performance glass to control radiant heat; • Occupant control of comfort parameters (e.g. operable windows, control of air flow); • Protection from noise (e.g. open windows or between production and office areas); • Provision of quality landscaped outdoor amenity areas for staff; • Hydronic heating and ceiling fans; and o Materials with low reflectance values.	**Capable of compliance**	To be addressed at the detailed design stage.
4.2.6 Design of Storage Areas		
1) Storage areas are to be located within the building, where practical.	**Y**	Storage is located within respective building footprints. Bin storage areas are external but shielded through the built form of the proposed buildings.
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 • Noise, odour and safety issues.	**Y**	
3) For sites with multiple frontages, either to roads or other public spaces, the location and orientation of external storage areas shall minimise visual impact from all potential viewpoints		
4.2.7 Storage, Transportation, Handling and Processing of Chemical Substances		
1) Development involving the storage, transportation and processing of chemical substances shall have regard to the requirements of State Environmental Planning Policy No. 33 - Hazardous and Offensive Development.	**N/A**	No storage, transportation or processing of chemical substances is proposed as part of this application.
2) A Chemical Use and Storage Report is to accompany development applications involving the storage, transportation and/or processing of chemical substances, except where:		

Control	Compliance (Y/N)	Assessment
• The chemicals are of household or hospital grade and used for routine cleaning; • The total quantity of chemicals used or stored does not exceed 100 litres; or • The chemicals are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment.		
3) Development applications shall outline methods for the storage and handling of chemical substances and measures to manage potential spills, such as bunding developed in accordance with the EPA's Bunding and Spill Management Guidelines.		
4.2.8 Signage and Estate Entrance Walls		
1) All advertising is required to be: • Constructed of high quality, durable materials; • Considered in conjunction with the design and construction of buildings; • Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and • Contained wholly within the site.	**N/A**	Not applicable. The proposed design contains identification or wayfinding signage only and not advertising.
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.	**Y**	Complies. The free standing pylon signage is to be 2.4m in height and 1.2m in width, For further detailing see the Signage Plan at drawing number SSDA-32 of the Revised Architectural Drawings provided for at **Appendix A** of the Submissions Report.
3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	**Y**	Complies. One building identification sign is proposed fronting Mamre Road. The dimensions of this building identification sign are to be 5m in width and 2.5m in height, as is appropriate for the 55.51m of lineal street frontage. For further detailing see the Signage Plan at drawing number SSDA-32 of the Revised Architectural Drawings provided for at **Appendix A** of the RTS.
4) Sky signs and roof signs that project vertically above the roof of a building are not permitted.	**Y**	Complies. No sky or roof signs are proposed.
5) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level.	**Y**	Complies. Warehouse 1 and Warehouse 2 are both less than 15m from finished ground level. Proposed signage is to be located on the warehouse frontages and is not to protrude above the warehouse heights.
6) Signs should generally be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.	**Y**	Complies. Signage provided for on the warehouse elevations are confined to the ground level of the building.

Control	Compliance (Y/N)	Assessment
7) Signs are to be contained fully within the confines of the wall or awning to which it is mounted.	**Y**	Complies. For further detailing see the Signage Plan at drawing number SSDA-32 of the Revised Architectural Drawings provided for at **Appendix A** of the Submissions Report.
8) In the case of multiple occupancy of a building or site: • Each development should have a single directory board listing each occupant of the building or site; • Only one sign is to be placed on the face of each premises either located on or over the door; and • Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.	**Capable of Complying**	Capable of complying. Occupancy is to be determined during future project stages.
Illuminated Signage		
9) Illuminated signs are not to detract from the architecture of the building during daylight.	**Y**	Illumination of signs will not detract from the architecture of the buildings.
10) Illumination (including cabling) of signs is to be either: • Concealed; • Integral with the sign; • Provided by means of carefully designed and located remote or spot lighting.	**Y**	Complies. The pylon sign is to be internally illuminated.
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.	**Y**	Noted.
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.	**Y**	Complies. Pylon signage is to be internally illuminated.
13) A maximum of one illuminated sign is permitted on each elevation of each building.	**Y**	Complies. For further detailing see the Signage Plan at drawing number SSDA-32 of the Revised Architectural Drawings provided for at **Appendix A** of the Submissions Report.
14) Illuminated signage shall be oriented away from residential receivers.	**Y**	Complies. All residential receivers to the site are to the south, with no signage proposed along the southern elevations of the proposed developments.
4.2.9 Safety and Surveillance		
1) A Crime Risk Assessment Report must be prepared for the development of new buildings.	**Y**	A CPTED assessment has been completed following this table.

Control	Compliance (Y/N)	Assessment
2) Buildings should be designed to overlook public domain areas and provide casual surveillance.	**Y**	Offices are oriented to face the Collector Industrial Road, with clear sightlines provided along the road frontage of each warehouse building.
3) Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.	**Y**	
4) Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.	**Y**	
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.	**Y**	
6) Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.	**Y**	
4.2.10 Lighting		
1) Lighting details shall be provided as part of development applications.	**Y**	Lighting layout and indicative fitting selection have been provided– see Design Overview section of the Lighting Concept Design Report **Appendix H** of the Submissions Report.
2) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.	**Y**	Lux levels requirements have been assessed and selected based on the pedestrian usage and fear of crime as required in "AS1158.3.1:2020 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting - Performance and design requirements" this will provide adequate external lighting for security and employment of activities. Minimum lux points are above typical security camera requirements and entry and exit points are illuminated.
3) Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.	**Y**	Lux levels requirements have been assessed and selected based on the pedestrian usage and fear of crime as required in "AS1158.3.1:2020 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting - Performance and design requirements" this will provide adequate external lighting for security and employment of activities. Efficient LED light fittings have been implemented. Smart lighting control system with automatic timers have been implemented.
4) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites or sensitive receivers, such as rural-residential areas.	**Y**	Lux levels requirements have been assessed and selected based on the pedestrian usage and fear of crime as required in "AS1158.3.1:2020 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting - Performance and design requirements" this will provide adequate external lighting for security and employment of activities. Design techniques such placing the lights on the perimeter with light source directed into the site, use of lights with glare accessories and utilising a smart

Control	Compliance (Y/N)	Assessment
		control system with automatic dimming or switching on/off have been implemented to minimise the impacts to adjoining premises. Warm colour temperature have been implemented to minimise impacts to sensitive environmental receivers.
4.2.11 Fencing		
1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	**Y**	Fencing is proposed to encircle each warehouse lot, with a total height of 2.1m in a palisade design. This is considered acceptable given that it does not obstruct views of landscaping.
2) Palisade fencing is encouraged.		
3) Solid fences above 1 metre in height are not permitted along street frontages.		
4) No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.		
5) High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line (refer to Figure 22). The design of the landscape setback should consider site security management.		
4.3 – Amenity		
4.3.1 Noise and Vibration		
1) Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.	**Y**	Refer to Revised Noise Impact Assessment at **Appendix F** of the Submissions Report.
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		

Control	Compliance (Y/N)	Assessment
operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.		
6) The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.		
7) Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.		
8) Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.		
9) Development shall comply with the relevant Australian Standards for noise and vibration.		
10) A qualified acoustical consultant is to certify any acoustic design measures have been satisfactorily incorporated into the development at construction certificate stage and validate the criteria at occupation certificate stage.		
4.3.2 Trading Hours and Operating 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.	**Y**	The proposal seeks 24 hour 7 days a week operating hours, and the use of the site for warehousing and distribution purposes, noting the immediately surrounding area is zoned for industrial and is due to undergo redevelopment in the near future.
4.3.4 Air Quality		
1) Any development likely to, or capable of, generating air emissions must comply with the Protection of the Environment Operations Act 1997 and associated regulations.	**Y**	Refer to Revised Air Quality Impact Assessment at RTS **Appendix P**.
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.	**Y**	
3) The Air Quality and Odour Assessment should be in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2017) and/or The Technical framework - assessment and management of odour from stationary sources in NSW (EPA 2006) and include but not be limited to: • Characterisation of all emissions; • Measures to mitigate air impacts, including best practice measures; and	**Y**	

Control	Compliance (Y/N)	Assessment
• 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.	**Capable of complying**	In the event of power outages, backup power generation is incorporated into the design with specific plant to be used subject to detailed design.
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.	**Y**	Cut and Fill requirements are discussed in more detail in the Revised Civil Engineering Plans at **Appendix C** of the Submissions Report and Civil Design Report at **Appendix Q** of the Submissions Report. Given the undulating topography of the site, earthworks are required to create level development platforms. Cut and fill achieves a balance with no import or export required.
2) Where practicable, site design shall balance cut and fill and minimise the extent of earthworks and need for retaining walls (refer Section 3.1).	**Y**	
3) A Geotechnical Report is to be submitted with applications proposing to change site levels.	**Y**	A Geotechnical Report was submitted with the lodged EIS.
4) Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards.	**Y**	Cut and fill is detailed within the Revised Civil Engineering Plans at **Appendix C** of the Submissions Report.
5) Level transitions must be managed between lots and not at the interface to the public domain.	**Y**	All level changes will be accommodated within the development site and will not adjoin 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).	**Y**	Level differences will be less than 1.0m adjacent to the public domain and roadways.
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.	**Y**	After revision of the levels, fill earthworks are proposed in the area dedicated to the OSER, increasing the level height to match Warehouse 2, enabling battering to be used and no retaining walls required (beyond the buried wall on the northern side of Warehouse 2, with battering and landscaping on top, set back 2m from the lot boundary).
9) The highest retaining wall element is to be suitably fenced for safety.	**Y**	Retaining walls are utilised only for recessed loading docks, the Lot 1 fire access track on the south-eastern corner (separated from the adjoining lot boundary by 6m) and at the entrance to Warehouse 1. These are fenced appropriately or will contain built form above.

Control	Compliance (Y/N)	Assessment
10) Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.	**Y**	To be detailed within the Fill Import Protocol at the Construction Certificate Stage. All provisions capable of being complied with, noting that no importation of fill is required.
11) Where possible, fill material should be sourced from within the Precinct.	**Y**	To be detailed within the Fill Import Protocol at the Construction Certificate Stage. All provisions capable of being complied with, noting however that no importation of fill is required.
12) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.	**Y**	Earthworks will create flat pads for development.
13) All retaining walls proposed for the site are to be identified in the development application for the proposed development.	**Y**	The proposed retaining walls are identified on the Revised Civil Engineering Plans at **Appendix C** of the Submissions Report.
14) Retaining wall design and materials shall complement architectural and landscape design.	**Y**	The proposed retaining wall has been designed to integrate with the broader design scheme.
15) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use.	**Y**	Topsoil is proposed to be blended in with cut material for reuse where possible. Excess topsoil will be stockpiled for reuse within landscape zones.
16) Earthworks in the floodplain must address Section 2.5 and Clause 33H of the WSEA SEPP.	**Y**	The site is not located within the floodplain.
4.4.2 Erosion and Sediment Control		
1) Development applications must include an Erosion and Sediment Control Plan (ESCP) prepared by a Certified Professional in Erosion and Sediment Control (CPESC).	**Y**	Refer to Revised Civil Design Report at **Appendix Q** of the Submissions Report. Provisions are capable of being satisfied through the Construction Management Plan. An ESCP has been prepared at **Appendix R** of the Submissions Report.
2) The ESCP is to be implemented under the supervision of a CPESC. The relevant consent authority will require the CPESC to regularly audit and certify that the works are suitable to protect Wianamatta-South Creek and its tributaries, including audit reports.	**Y**	
3) Soil erosion and sediment control measures are to be provided on-site before the commencement of any earthworks or development activity, in accordance with the approved ESCP. These must be maintained throughout the course of construction until disturbed areas have been revegetated and the soil stabilised to the satisfaction of the relevant consent authority.	**-**	Noted.
4) Development is to comply with the construction phase targets in Table 5.	**-**	Noted.
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).	**-**	Noted.
6) The ESCP is to consider the following measures: • Identify all areas likely to cause pollution of waterways from stormwater run-off and implement appropriate devices to stop the risk of pollution;	**Y**	Refer to Civil Design Report at **Appendix Q** of the Submissions Report. Provisions are capable of being satisfied through the Construction Management Plan. An ESCP has been prepared at **Appendix R** of the Submissions Report.

Control	Compliance (Y/N)	Assessment
• Divert clean water around the construction site to prevent contamination; • Retain as much natural vegetation as possible and limit site disturbance; • Control stormwater that enters the construction site from upstream; • Divert stormwater from undisturbed upper slopes onto stable areas; • Retain and stockpile all excavated topsoil for future landscaping; • Prevent sediment/silt from entering adjoining property by installing sediment control devices at the low side of sites and wash down areas; • Install high efficiency sediment basins to ensure compliance with the water quality target throughout the construction and building phases; • Provide a single, stabilised entry/exit point to the site; • Prevent sediment, including building materials, from reaching the road or stormwater system. Sediment is to be removed by sweeping, shovelling or sponging. Under no circumstances shall sediment be hosed; • Where a work zone permit over public property is applicable, debris control devices are to prevent spillage of building materials into stormwater drains; • Compact all drainage lines when backfilling; • Connect downpipes to the stormwater system as early as possible; • Revegetate all disturbed areas, after on-site works are completed; and • Maintain all sediment control devices during earthworks and construction.		
4.5 – Waste Minimisation and Management		
1) Development applications shall include a Waste and Resource Recovery Management Plan (WRRMP)[6] developed by an appropriate specialist. The WRRMP is to outline the waste likely to be generated by the development and methods of managing the generation, storage and disposal of wastes in an integrated way during construction and operation.	**Y**	Refer to Waste Management Plan (**Appendix Y** of the originally lodged EIS package).
2) The WRRMP should address the following matters: • The types and volumes of waste and recyclables generated; • Details of on-site storage and/or treatment of waste; • Disposal of waste generated which cannot be re-used or recycled; and • Ongoing management of waste during the operational phase of the development.		
3) Waste storage and collection areas should be: • Flexible in their design to allow for future changes in the activities and tenancies; • Located away from primary street frontages, where applicable; • Suitably screened from public areas to minimise noise, odour and visual impacts;	**Y**	Waste storage areas are generally located to the side of the respective warehouses and are visually screened from the street frontages and public domain.

Control	Compliance (Y/N)	Assessment
• Designed and located to consider possible traffic hazards (pedestrian/vehicular); • Accessible to collection vehicles; • Compatible with the collection service(s) to be used; and • Designed to encourage the separation of materials.		
4) The design of waste storage and collection areas must consider: • Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers; • Placing food scraps in specialised containment bins, with regular collection; • Providing refrigerated garbage rooms where there are large quantities of perishable wastes and infrequent collections; and • Placing clinical or hazardous and liquid waste in specialised containment bins for collection by specialised services.	-	To be addressed in detailed design stage.
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		
Provision of Parking Spaces		
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.	**Y**	In accordance with Table 13, the proposed development is required to provide 106 parking spaces. It is noted that the proposal includes a provision for 109 spaces.

Table 12. Minimum parking rates

Activity	Parking Requirement
Freight Transport Facilities	1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility
Industries	1 space per 200m^2 of gross floor area or 1 space per 2 employees, whichever is the greater

Control		Compliance (Y/N)	Assessment
Vehicle Body Repair Workshops/ Vehicle Repair Stations	3 spaces per 100m^2 of gross floor area or 6 per work bay, whichever is the greater		
Warehouses or distribution centres	1 space per 300m^2 of gross floor area or 1 space per 4 employees, whichever is the greater		
Ancillary office space	1 space per 40m^2 of gross floor area		
Neighbourhood shops	1 space per 40m^2 of gross leasable area		
Other Uses	In accordance with TfNSW Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This may require the applicant to submit a car parking report from a suitably qualified traffic consultant.		
Accessible Parking	Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890.		
Bicycle Parking	1 space per 600m^2 of gross floor area of office and retail space (over 1200m^2 gross floor area) 1 space per 1000m^2 of gross floor area of industrial activities (over 2000m^2 gross floor area)		
2) For activities not identified in Table 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.		**-**	Noted.
3) Car parking and associated internal manoeuvring areas provided over and beyond the requirements of this DCP shall be calculated as part of the development's gross floor area.		**N/A**	Noted.
Design of Parking and Manoeuvring Areas			
4) The design of car parks and spaces must comply with the relevant Australian Standards.		**Y**	Refer to Transport Management and Accessibility Plan (**Appendix T** of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (**Appendix J** of the Submissions Report).

Control	Compliance (Y/N)	Assessment
5) The movement of pedestrians throughout the car park shall be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles.	**Y**	Refer to Transport Management and Accessibility Plan (**Appendix T** of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (**Appendix J** of the Submissions Report).
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.	**Capable of complying**	To be addressed at the detailed design stage.
7) The design of parking and access areas is to address WSUD principles (refer Section 2.4), including the use of permeable pavement materials in light vehicle parking areas.	**Y**	Refer to Transport Management and Accessibility Plan (**Appendix T** of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (**Appendix J** of the Submissions Report).
8) Parking areas should incorporate dedicated parking bays for electric vehicle charging.	**Y**	Electric vehicle parking spaces are provided.
9) Vehicle access is to be integrated into the building design as to be visually recessive.	**Y**	Refer to Transport Management and Accessibility Plan (**Appendix T** of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (**Appendix J** of the Submissions Report).
10) Vehicular access must be swept path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.	**Y**	The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B 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.	**Y**	A cul-de-sac has been provided at the southern extent of the Industrial Collector Road. Refer drawings C1093 at **Appendix C** of the Submissions Report. The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles.
12) Internal directional signs are to be provided to assist site visitors in locating parking areas.	**Y**	Refer to Transport Management and Accessibility Plan (**Appendix T** of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (**Appendix J** of the Submissions Report).
13) Car park design is to promote passive surveillance, incorporate active measures (e.g. cameras and security patrols) where necessary, and minimise dark areas through lighting.	**Y**	
14) Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.	**Y**	
15) Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.	**Y**	
16) Visitor parking should be provided outside the secured parking areas.	**Y**	
17) The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles.	**Y**	
18) Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).	**Y**	

<table>
<tr><th>Control</th><th>Compliance (Y/N)</th><th>Assessment</th></tr>
<tr><td>19) Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.</td><td>Y</td><td>Loading facilities are provided in accordance with anticipated heavy vehicle demand.</td></tr>
<tr><td>20) All loading and unloading areas are to be:
Integrated into the design of developments;
Separated from car parking and waste storage and collection areas;
Located away from the circulation path of other vehicles; and
Designed for commercial vehicle circulation and access.</td><td>Y</td><td rowspan="2">Refer to Transport Management and Accessibility Plan (Appendix T of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (Appendix J of the Submissions Report).</td></tr>
<tr><td>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).</td><td>Y</td></tr>
<tr><td>22) Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.</td><td>Capable of complying</td><td>To be addressed at the detailed design stage.</td></tr>
<tr><td>23) Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable.</td><td>Y</td><td>Refer to Transport Management and Accessibility Plan (Appendix T of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (Appendix J of the Submissions Report).</td></tr>
<tr><td>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.

Table 13. Minimum design vehicle requirements for industrial developments
<table>
<tr><th>Site Area</th><th>Design Vehicle</th></tr>
<tr><td>Up to 1,500m^2</td><td>Medium Rigid Vehicle (MRV)</td></tr>
<tr><td>1,500m^2 to 4,000m^2</td><td>Heavy Rigid Vehicle (HRV)</td></tr>
<tr><td>4000m^2 to 20,000m^2</td><td>Articulated Vehicle (AV)</td></tr>
<tr><td>Greater than 20,000m^2</td><td>30m PBS Level 2 Type B</td></tr>
</table>
Note: Transport depots and warehouses may be required to cater for vehicles larger than the minimum specified above.</td><td>Y</td><td>The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles.</td></tr>
<tr><td colspan="3">Bicycle Parking, Facilities and Storage</td></tr>
<tr><td>25) The following bicycle destination facilities for staff are to be provided:</td><td>Y</td><td>Bicycle spaces and facilities will be provided as required.</td></tr>
</table>

Control	Compliance (Y/N)	Assessment
• For ancillary office and retail space with a gross floor area over 2500m2, at least 1 shower cubicle with ancillary change rooms; • For industrial activities with a gross floor area over 4000m2, at least 1 shower cubicle with ancillary change rooms; • Change and shower facilities are to be located close to the bicycle storage areas; and • Where the building is strata-titled, the facilities are to be available to all occupants.		
26) Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle.		
4.6.2 Driveways		
1) The road access to the site must provide for safe entry and exit, with appropriate traffic sight distance. All vehicles should enter/exit the site in a forward direction.	**Y**	Refer to **Appendix T** of the originally lodged EIS package) and Response to DPHI Traffic RTS Letter (**Appendix J** of the Submissions Report). All vehicles will enter/exit the site in a forward direction and the traffic volumes of the surrounding road network have been taken into account when designing the proposed development's access arrangements.
2) Driveways and access roads shall be designed in accordance with AS2890.1 and 2 - 2004.	**Y**	Driveways have been designed in accordance with all relevant Australian Standards.
3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development.	**Y**	Design of driveways has taken into surrounding road network traffic volumes.
4) Driveways should be: • Provided from lanes and secondary streets rather than the primary street; • Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees; • Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; • Located to minimise amenity impacts to adjacent rural-residential development; • Designed to avoid direct access across a site boundary with a major road. Auxiliary lanes (deceleration and acceleration) may need to be provided to minimise conflicts between entering / leaving traffic and fast moving through traffic; and • For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.	**Y**	Driveways are proposed directly off the internal estate road (being the Collector Industrial Road) traversing the frontage of each respective warehouse lot.

Control	Compliance (Y/N)	Assessment
5) Driveway widths must have swept turning paths tested for larger vehicle types such as 30m PBS Level 2 Type B vehicles and 36.5m PBS Level 3 Type A vehicles where appropriate.	**Y**	The road network is designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles.
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.	**Y**	All driveways will be sealed.
8) New allotments must have direct access to dedicated public roads.	**Y**	All lots will have access to the Collector Industrial Road except for the proposed ENZ lot and RE1 lot in the western part of the site, which will access the Open Space Edge Road.

Section 4.2.9 Safety and Surveillance
Crime Prevention Through Environmental Design

The development has considered the principles of CPTED through its design, including:

- Surveillance;
- Lighting and technical supervision;
- Territorial reinforcement;
- Environmental maintenance;
- Activity and space management;
- Access control; and
- Design, definition and designation.

An assessment is undertaken below against these principles.

A potential perpetrator can take advantage of the environment, with access and the opportunity for concealment significantly affecting the safety and perceived safety of an environment.

The proposed development is located within a recently rezoned precinct where there are currently no substantially active uses beyond construction sites (noting this will change as other development is approved and commences construction and then ultimately operation). Understanding the relationship of this activity and other development in the context of the existing site is integral in forming recommendations for crime reduction. This emerging context underpins the assessment of the proposed development in accordance with the principles of CPTED.

Surveillance

Effective natural and incidental surveillance can reduce the opportunities for crime and improve the safety or perceived safety of an area. The principle indicates that offenders are often deterred from committing a crime in areas with high levels of natural surveillance, due to the increased likelihood of that criminal act being witnessed or an offender being identified. The following design features can improve natural surveillance:

- clear sight lines between public and private places;
- appropriate lighting and effective guardianship of communal and/or public areas;
- clear building entry points, highly visible from the public domain and pedestrianised areas;
- orientation of building entrances and windows towards the street, public domain and parking areas;
- appropriate lighting and effective guardianship of communal and/or public areas; and
- minimised opportunities for concealment or entrapment for offenders to hide or entrap victims.

The proposed development will undoubtedly increase opportunities for natural surveillance, both within the site and to the immediate surrounds, particularly given the focus of the development along the proposed Collector Industrial Road. While Mamre Road sits to the east of the site, this corridor will largely become a major traffic distributor corridor, with minimal publicly accessible spaces available requiring surveillance.

External Design

The proposed development will facilitate opportunities for natural surveillance from the office spaces and loading areas, both which face north and south across Warehouse 1 and 2 respectively. The communal open space for each warehouse also contributes to a sense of surveillance, being highly recognisable and clearly visible with sightlines provided beyond this area.

The development frontages orientated to the Collector Industrial Road are likely to be naturally supervised by informal guardians such as employees and visitors that would occupy the surrounding area.

As the surrounding area is developed, common factors of the urban environment (as likely to be proposed) such as design of buildings with clearly defined facades and glass windows overlooking publicly accessible areas, maximises the natural surveillance of the site, presenting overlooking opportunities of the surrounding ground floor plane beyond the site boundary. The maximisation of such surveillance opportunities is likely to assist in preventing opportunities for criminal activity due to the perceive risk of a potential offender being seen or caught in an act of anti-social behaviour.

Car Parking

On-grade car parking is proposed along the front of each proposed allotment, adjoining the Collector Industrial Road. Landscaping throughout is proposed to be higher trees with limited mid-storey vegetation to allow for sightlines to be maintained throughout.

The location of car parks allows for surveillance to be provided along the entire length of parking and also focusing on views to and from the Collector Industrial Road through the centre of the site. Appropriate lighting will be provided to ensure this area is well lit and enables surveillance in all weather conditions.

Regardless of these design features, it is likely that CCTV in conjunction with adequate lighting devices be installed throughout the car park to improve surveillance and ensure clear CCTV footage can be captured.

Communal facilities

Communal facilities are proposed adjacent to the office components of each warehouse, available for use by staff and visitors as required. The location of these areas provides opportunities for casual surveillance over these spaces, as well as from these spaces. Additionally, upper level office spaces are orientated to overlook the communal space for both warehouses.

Importantly, the communal areas provided for both warehouses can be used by workers across both warehouses due to the single tenant across the site. Additional movement both within and amongst the wider precinct is seen as a positive contribution to increasing casual surveillance opportunities and informal guardians on site.

Landscaping elements are provided within the abovementioned communal open spaces. Landscaping can provide shade, shelter and add to the attraction of environments, however concealment opportunities can be offered by landscaping that is not appropriately designed or maintained. The revised landscape plans at **Appendix B** of the Submissions Report provide further details on vegetation types.

On balance, the proposed design is considered to provide a good level of natural surveillance both within and beyond the site. Furthermore, within the context of the surrounding development and future adjoining development there will be a good level of natural surveillance across the site. In light of the above as discussed, formal surveillance measures such as CCTV should be incorporated within areas of the development.

Lighting and Technical Supervision

Effective lighting can reduce fear, increase community activity, improve visibility and increase the likelihood that offenders will be detected. Lighting within the proposed development should meet (and preferably exceed) minimum Australia and New Zealand Lighting Standards that specifically address crime and fear reduction.

The brightness of lighting should allow for facial recognition and visibility into a vehicle. Bright and well-distributed lighting should be installed at all building entrances, egress points and throughout the basement including the lift lobbies. Lighting types should be of a high quality and vandal resistant. All lighting should be designed and managed in the context of the location to maximise effectiveness. Where recesses and interrupted sightlines cannot be avoided, the use of additional lighting and/or mirrors should be considered.

To ensure the CCTV network is effective, lighting within the proposed development should be designed to correspond with the placement of the CCTV cameras to permit adequate facial recognition (of CCTV images) at all times. Furthermore, a consistent maintenance and cleaning regime should be put in place to ensure all lighting and CCTV cameras remain in good working condition.

Territorial Reinforcement

The NSW Police Safer by Design Guidelines note that people generally recognise areas that are well cared for and areas that display strong ownership cues are less likely to be improperly used than those that do not. In particular, ownership cues are heightened and fear can be reduced amongst residents and visitors through the personalisation, marking, maintenance and decoration of a building or place.

The clear definition of the development being private territory, and the introduction of a greater number of workers on the site (and in the general Mamre Road Precinct) will increase the risk to an offender and promote territorial reinforcement, as criminals do not want to be detected, challenged or apprehended. The increase in persons on the site provides a notable increase in casual surveillance opportunities, remembering that the site is currently used for residential purposes in an area due to undergo substantial redevelopment. The provision of the new warehouse buildings, will enhance the area image when compared to the existing situation of a single residential property.

Additionally, sometimes way finding in large environments can be confusing. Knowing where and how to enter and exit and find assistance within parking facilities can impact on perceptions of safety, victim vulnerability and crime opportunity. To reinforce the principles of wayfinding and provide visitors to the site with greater confidence, appropriate wayfinding signage is proposed as part of this application.

Adequate wayfinding signage will also assist in helping to reduce the opportunities for people to find excuses to gain unauthorised access and/or to loiter in areas of the development.

Environmental Maintenance

It is commonly understood that area image can impact on feelings of safety and danger, influence local confidence and individual decisions to withdraw or engage in community life. It can also affect the economic prosperity of areas and lessen the likelihood of visitors to return.

Environmental maintenance and territorial reinforcement are co-dependent in achieving a safer space and are integral in achieving optimal natural surveillance. The maintenance of the built form, landscaping and lighting will assist in communicating care and the presence of effective guardianship. Routine maintenance is a strong indicator of area management and safety.

As shown within Revised Architectural Plans (**Appendix A** of the Submissions Report) and in the Revised Landscaping Plans (**Appendix B** of the Submissions Report) the proposal involves major redevelopment of the site, providing a high-quality design outcome that will facilitate employment uses consistent with the vision for the broader Mamre Road Precinct, transforming the existing vacant site from its current state. The proposed development will be integrated into the greater Mamre Road Precinct and provide an employment use that will support surrounding activity of a similar nature.

Vandalism, graffiti and other crimes can induce fear and avoidance of public open spaces, particularly amongst the elderly. As such, maintenance of the proposed development and its surrounds is a key crime prevention mechanism. Environmental maintenance practises should incorporate strategies to facilitate the rapid removal of graffiti and litter from the site, and the repair of items/areas that have been vandalised, should it occur.

Activity and Space Management

Similar to environmental maintenance, there is a strong association between activity and space management, and the fear or perceived fear of crime. Unlike environmental maintenance, this principle endeavours to manage the more dynamic activity and use of space.

The management of space and activity is important to maintaining control over a space and preventing incidents of crime. Space management relates to the supervision, control and the ongoing care of a development, similarly to environmental maintenance. Spaces that are infrequently used are known

to experience crime and be the subject of abuse. Effective space management also encourages people to feel a shared responsibility for its use and condition.

The management of activity and space on site will apply to the communal areas plus also inside the privately operated warehouses where members of the public may enter when appropriately chaperoned. The central management of the communal areas will benefit the activity and space within the proposed development.

In light of this, it is considered that the spatial design of the layout of the development endeavours to clearly define spaces, capable of being well managed and cared for in order to prevent incidents of crime.

Access Control

Access control strategies restrict, channel and encourage the movement of people and vehicles into and around designated areas. Physical barriers increase the effort required to commit crimes and will prevent unauthorised entry. Access control strategies are well considered and clearly evident in the proposed development.

The proposed development includes multiple types of access, these include:

- Primary – access to publicly accessible areas. The public access areas of the development includes the communal space near the offices, the public areas of the offices and the car parking areas. These are clearly signposted and it will be noted that access to the internal warehouse area is by escort only.
- Secondary – access to semi-public or private areas. This includes the warehouse areas and non-public areas of the office space.

Access control within the proposed development is well considered by the quality and quantity of access points proposed. It is noted that gated access is proposed to the car parking areas and the truck access areas. Access control measures are proposed in the office space and also the warehouse itself. The proposed entry doors to the office space are proposed as glazed so that sightlines are maintained.

Design, Definition and Designation

The design of the proposed development reflects its purpose, and while perpetrators will often exploit areas with unclear spatial definition, the design of the proposed development generally addresses multiple principles of CPTED. To further convey definition and designation of the place, wayfinding signage indicating access to differing public and private components of the building is proposed. Clear wayfinding signage is incorporated throughout the ground floor of all buildings within the precinct. Wayfinding provisions provide a sense of purpose for each space as regulated by good wayfinding through design, definition and appropriate designation of place.

It is also advised that appropriate technical surveillance should be considered throughout the interior and exterior of the development and should form part of a wider CCTV network.

Section 5 – Other Developments

Control	Compliance (Y/N)	Assessment
5.1 – Employment Service Hubs		
1) Indicative locations for employment service hubs are identified in the Mamre Road Precinct Structure Plan (refer Figure 2). An alternate location for an employment service hub may be considered, if: • It is located at least 1km from other existing and/or planned employment service hubs; and • It does not preclude the provision of an employment service hub in a more accessible location.	**N/A**	N/A.
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.		