

PROJECT APPROVAL – WARNER INDUSTRIAL PARK INDUSTRIAL SUBDIVISION MODIFIED CONDITIONS (MP07_0162)	
PART A – ADMINISTRATIVE CONDITIONS	
Project Application	
<p>Project Approval for Stage 1 and 2 of the Warner Industrial Park</p> <ul style="list-style-type: none"><li>• <b>Staged</b> Torrens Title subdivision to create 90 lots for industrial and ancillary uses;</li><li>• Bulk earthworks included site preparation, vegetation clearing and site remediation;</li><li>• Provision of on-site infrastructure including stormwater, roads and service infrastructure;</li><li>• Landscape works and rehabilitation of conservation areas;</li><li>• Dedication of conservation lands to Council;</li><li>• Construction of two site entries at Sparks Road and Hue Hue Road;</li><li>• Construction of a bridge across Buttonderry Creek; and</li><li>• Temporary stockpiling.</li></ul>	
<b>Reason:</b> To allow for the delivery of sub-stages	
PART A – Definitions	
<p><b>Stage 1A refers:</b></p> <ul style="list-style-type: none"><li>• <b>Lots 15-20, 35, 41-56, 65 and 66;</b></li><li>• <b>Earthworks including regrading and filling;</b></li><li>• <b>Construction of the entry access intersection at Hue Hue Road;</b></li><li>• <b>Partial construction of internal Roads No. 1, 3, 4-5;</b></li><li>• <b>Provision of necessary infrastructure to service Stage 1A;</b></li><li>• <b>Partial construction of open channel adjacent to Road 4;</b></li><li>• <b>Landscape works as relevant to Stage 1A;</b></li><li>• <b>Provision of ultimate and temporary stormwater works as required for Stage 1A; and</b></li><li>• <b>Payment of biodiversity contributions for Stage 1A, 1B and 1C prior to the Subdivision Certificate for Stage 1A.</b></li></ul> <p><b>Stage 1B refers:</b></p> <ul style="list-style-type: none"><li>• <b>Lots 14, 57-64 and 67-69;</b></li><li>• <b>Earthworks including regrading and filling;</b></li><li>• <b>Partial construction of internal Roads No. 1 and 3;</b></li><li>• <b>Provision of necessary infrastructure to service Stage 1B;</b></li><li>• <b>Partial construction of open channel adjacent to Road 4;</b></li><li>• <b>Buttonderry Creek restoration and rehabilitation works as relevant to Stage 1B;</b></li><li>• <b>Landscape works as relevant to Stage 1B;</b></li><li>• <b>Provision of ultimate stormwater works as required for Stage 1A and Stage 1B.</b></li></ul> <p><b>Stage 1C refers:</b></p> <ul style="list-style-type: none"><li>• <b>Lots 1-13;</b></li><li>• <b>Earthworks including regrading and filling;</b></li><li>• <b>Partial construction of internal Road No. 1 and bridge over Buttonderry Creek, and full construction of Road 2;</b></li><li>• <b>Construction of the entry access intersection at Sparks Road;</b></li><li>• <b>Provision of necessary infrastructure to service Stage 1C;</b></li><li>• <b>Buttonderry Creek restoration and rehabilitation works as relevant to Stage 1C;</b></li><li>• <b>Landscape works as relevant to Stage 1C;</b></li><li>• <b>Dedication of conservation lands to Council;</b></li><li>• <b>Provision of ultimate stormwater works as required for Stage 1C.</b></li></ul> <p><b>Stage 1D refers:</b></p> <ul style="list-style-type: none"><li>• <b>Lots 21-34 and 36-40</b></li><li>• <b>Earthworks including regrading and filling;</b></li><li>• <b>Partial construction of internal Road No. 4;</b></li><li>• <b>Provision of necessary infrastructure to service Stage 1D;</b></li><li>• <b>Partial construction of open channel adjacent to Road 4;</b></li><li>• <b>Landscape works as relevant to Stage 1D;</b></li><li>• <b>Provision of ultimate stormwater works as required for Stage 1D; and</b></li><li>• <b>Payment of biodiversity contributions for Stage 1D prior to Subdivision Certificate.</b></li></ul> <p>Stage 2 – no change</p>	
<b>Reason:</b> To allow for the delivery of sub-stages and to clarify which aspects of the development will be delivered in which stage.	

PART B – ADMINISTRATIVE CONDITIONS
1. Terms of Approval
<b>Conditions</b>
<b>1.1</b> The Proponent shall carry out the project generally in accordance with the: <b>Concept Plan and Project Application MP 07_0162 as modified by MP07_0162 MOD 1;</b>
<b>Reason:</b> To refer to amended conditions as requested in the subject modification.
<b>i) New staging plan</b>
<b>Reason:</b> To allow for the delivery of sub-stages
<b>Conditions</b>
<b>Staged Development</b>
1.6 The Proponent may stage the construction <b>and delivery</b> of the development subject to the Proponent demonstrating compliance with the relevant conditions prior to the issue of the relevant construction certificate.
<b>Reason:</b> To also allow for the delivery of sub-stages and to clarify that the conditions of approval can apply as relevant to each stage.
2. Terms of Approval
Voluntary Planning Agreements
<b>Conditions</b>
<b>State Infrastructure</b>
2.1 In accordance with section 94EF of the Act, the Proponent shall pay a monetary contribution towards State infrastructure items outlined in the Special Infrastructure Contributions (SIC) Plan (Wyong Employment Zone-Special Contributions Area, August 2008) as follows:
<ul style="list-style-type: none"> <li>a) \$60,667 per NDA if paid before 1 July 2011; or</li> <li>— b) \$91,000 per NDA if paid after 30 June 2011.</li> </ul>
This equates to a contribution as follows:
<ul style="list-style-type: none"> <li>a) Stage 1 (with a NDA of 55.64ha) — \$5,063,240; and</li> <li>b) Stage 2 (with a NDA of 13.35ha) \$1,214,850.</li> </ul>
<b>Insert current rate</b>
The Proponent shall pay the amount to the Director General specified above prior to the issue of a subdivision certificate of that stage.
In the event that the contribution rate specified in the Special Infrastructure Contributions (SIC) Plan (Wyong Employment Zone-Special Contributions Area, August 2008) is reduced beyond that conditioned above and before payment associated with that stage is made, the Proponent may be entitled to those reduced contributions if agreed to by the Director General in writing.
<b>Reason:</b> To remove the need to get agreement from the Director General, noting a lesser rate has been adopted since approval.
<b>Local Contributions - Roads</b>
2.2 Prior to the issue of the <del>first</del> subdivision certificate <del>for the Stage 1 or Stage 2</del> <b>as applicable to each stage</b> , the Proponent shall provide a monetary contribution of \$383,169 <b>pro rata for the applicable stage</b> to Council towards the intersection upgrade at the Hue Hue Road/Sparks Road intersection.
This equates to a contribution of:
<ul style="list-style-type: none"> <li>a) Stage 1 (with a NDA of 55.64ha) — \$ 309,024; and</li> <li>b) Stage 2 (with a NDA of 13.35ha) — \$74,145.</li> </ul>
The Proponent may opt to undertake the intersection upgrade as works-in-kind, should an agreement be reached between the Proponent and Council.
<b>Reason:</b> To allow contributions to be applied on a pro-rata basis as applicable to each stage.
2.3 <del>Prior to the issue of the first subdivision certificate for Stage 1 or Stage 2 of the development, the Proponent shall pay a monetary contribution of \$19,647 per hectare (of that stage) to Council towards the Integrated Water Cycle Management Scheme (pipeline).</del>
<del>This equates to a contribution of:</del>
<ul style="list-style-type: none"> <li>a) Stage 1 (with a NDA of 55.64ha) — \$1,098,990; and</li> <li>b) Stage 2 (with a NDA of 13.35ha) — \$262,648.</li> </ul>
<b>Reason:</b> The Pipeline is no longer proposed by council
<del>2.4 The Proponent shall connect to the development to the pipeline (or any alternate scheme) once constructed and commissioned by Council. Any connection will be in accordance with any requirements of Council.</del>
<b>Reason:</b> The pipeline is no longer proposed by Council and an alternate scheme has not yet been adopted. For this reason, it is more appropriate for Council to confirm their stormwater design requirements for this site as part of the CCs as required under Conditions 2.11 and 2.12.
<b>2.5 Stage 1: On-site components of the Water Cycle Management Plan, in-stream works at Buttonderry Creek and local drainage corridor works for each stage (as detailed in the documentation referenced in condition 1.1 and conditioned in this approval) shall be constructed and completed prior to the issue of the subdivision certificate as applicable for that stage.</b>
<b>Stage 2:</b> On-site components of the Integrated Water Cycle Management Scheme, in-stream works at Buttonderry Creek and local drainage corridor works for each stage (as detailed in the documentation referenced in condition 1.1 and conditioned in this approval) shall be constructed and completed prior to the issue of the first subdivision certificate for that stage. <del>For Stage 1, this includes the completion of construction of open channel adjacent to Road No. 4.</del>

<p>This infrastructure, and the associated land, shall be dedicated to Council within the agreed maintenance period. Detailed design plans are to be approved <b>as applicable to each stage</b> prior to the issue of the Construction Certificate.</p>
<p><b>Reason:</b> To accommodate the amended Water Cycle Management Plan proposed for Stage 1 and to ensure Stage 2 remains as originally approved.</p>
<p>2.6 Prior to the issue of the <del>first</del> subdivision certificate for the relevant stage, the Proponent shall</p> <p>a) provide a monetary contribution (based on the NDA contained within that stage) to Council for the acquisition of environmental lands within the Wyong Employment Zone (a total contribution of \$1,771,525 at the completion of the development and at a rate of \$25,678 per NDA);</p> <p>b) provide a monetary contribution (based on the NDA contained within that stage) to Council for environmental corridor works within the Wyong Employment Zone (a total contribution of \$328,702 at the completion of the development and at a rate of \$4,764.5 per NDA); and</p> <p>c) complete in-stream works within Buttonderry Creek <b>for the applicable stage(s)</b> <del>(Stage 1 only)</del>.</p> <p>The contributions specified in 2.6(a) and (b) are to be reduced by on-site environmental land dedications and works-in-kind undertaken by the Proponent for environmental corridor works (at the rate of \$13,253 per hectare of environmental land).</p> <p>Land shall be dedicated to Council upon the issue of the <del>first</del> subdivision certificate for <del>that</del> <b>the relevant stage(s)</b> and shall be transferred in a condition acceptable to Council. This includes the completion of works-in-kind environmental corridor works.</p> <p>At the time of approval, the conservation land to be dedicated (20.58ha) was valued at \$340,428.79 (February 2010). Any change in valuation for land valuation estimates shall only occur with the agreement of both parties. Any dispute relating to land valuation and on-site biodiversity corridor will be resolved through mechanisms provided in condition 1.7 of this approval.</p> <p>The amount of credit arranged to on-site corridor works shall be determined through the Vegetation Management Plan (condition 2.39).</p>
<p><b>Reason:</b> To allow contributions to be applied on a pro-rata basis as applicable to each stage and to require rehabilitation of in-stream works where stages include works within this area.</p>
<p>2.7 Should a section 94 contributions plan come into effect prior to the payment of the above contributions or associated land dedication/works in kind, and the section 94 contribution is the lesser of the two, the Proponent shall pay the contributions rate of the applicable section 94 plan.</p>
<p>2.8 The monetary amount of contribution payable including the value of works in kind and land dedication for the relevant stage under the above conditions is to be indexed at the time of actual payment in accordance with the following:</p> <p>Cost Indexation Increase The Construction Cost Index (CCI) will be used to increase contribution rates as follows: For Monetary Contributions, Items of Work or Credits</p> <p><math>C \times \text{CPI } 2 / \text{CPI } 1</math> Where: C The original value of the Monetary Contribution, Item of Work or Credit identified in this consent. CPI 2 The Consumer Price Index Number (Sydney - All Groups) last published by the Australian Bureau of Statistics at the time of payment or recognition of the credit amount.</p> <p>CPI 1 The Consumer Price Index Number (Sydney - All Groups) last published by the Australia Bureau of Statistics at the date of this consent (CPI 1 is May 2010- 170.5).</p>
<p><b>Stormwater and Flooding</b></p>
<p><b>Freeboard and Final Planning Level</b></p>
<p>2.9 A minimum freeboard of 300mm above the 1 in 100 year ARI flood level shall be achieved at each developable allotment with the exception of those referred to in Condition 2.9.</p>
<p>2.10 The Proponent shall investigate increasing the final planning level for the industrial estate to afford greater flood immunity in the event of culvert blockage and the effects of climate change and subject to:</p> <p>a) reaching an agreement with the RTA with respect to any change in flood behaviour including the effects of climate change and other impacts on the F3 Freeway carriageways (including safety, infrastructure and structural integrity and road performance impacts), demonstrating that the structural integrity of the F3 Freeway embankments is protected and the performance of the culverts maintained; and</p> <p>b) that any resulting increase in active and compensatory storage can be suitably accommodated within the site.</p>
<p><b>Stormwater Management</b></p> <p>2.11 Prior to the issue of a Construction Certificate, the Proponent shall finalise detailed design of the proposed stormwater, flooding and drainage infrastructure, water quality management and stormwater harvesting measures for the estate. The Proponent shall obtain Council's approval for the detailed design of the stormwater/flooding/water quality infrastructure prior to the issue of the Construction Certificate. Detailed designs shall include (but are not limited to) the following specifications:</p> <p><b>Stage 1:</b></p> <p>a) <b>specifications for water management facilities within the floodplain to ensure sufficient protection for embankments and associated basins during flood events. This includes scour protection measures up to the 1% AEP;</b></p> <p>b) <b>specifications for permissible site discharge for individual industrial lots to achieve the necessary storage requirements as a result of detention modelling. The detention requirements for individual lots shall be identified within a section 88B instrument on the titles of relevant allotments;</b></p> <p>c) <b>specifications and details on the sizing, position, treatment methods and operation of water management facilities (which include basins to Council's requirements which treat and detain stormwater). This shall be supported by detailed water quality, detention and flood modelling to the satisfaction of Council;</b></p> <p>d) <b>demonstration of compliance with pollutant removal targets accepted by Council, as detailed within the Water Cycle Management Plan; and</b></p> <p>e) <b>design specifications for stream stability should demonstrate the following:</b></p> <p>i. <b>the method of the controlled release can achieve the pre-development flow;</b></p> <p>ii. <b>objective for Buttonderry Creek (1.5 yr. ARI), including larger storm events.</b></p> <p><b>Stage 2:</b></p>

<p>a) specifications for water management facilities within the floodplain to ensure sufficient protection for embankments and associated basins during flood events. This includes scour protection measures up to the 1% AEP;</p> <p>b) specifications, detail designs and provision for any additional on-site storage within individual industrial lots to achieve the necessary freeboard and storage requirements as a result of final flood modelling. The detention requirements for individual lots shall be identified within the Warner Industrial Park Design Code for the Site and identified within a section 88B instrument on the titles of relevant allotments;</p> <p>c) specifications and details on the sizing, position, treatment methods and operation of water management facilities (which include constructed wetlands or biofiltration basins and stormwater storages which treat and detain stormwater) runoff for later pumping around Wyong River) This shall be supported by detailed MUSIC and flood storage modelling to the satisfaction of Council;</p> <p>d) demonstration of compliance with Council's pollutant removal targets, being 85% reduction in average annual total suspended solids load, 65% reduction in average annual total phosphorus loads, 45% reduction in average annual total nitrogen loads, no visible oils and greases for the 1.5 yr. ARI event; and</p> <p>e) design specifications for the Stream Stability Retardation Storage, Active storage, and associated pumps should demonstrate the following:</p> <ul style="list-style-type: none"> <li>i. the method of the controlled release can achieve the pre-development flow</li> <li>ii. objective for Buttonderry Creek (1.5 yr. ARI), including after storm events; and</li> <li>iii. retardation storage is to be provided in the stormwater storage basins in addition to active storage required for preserving wetland flows in accordance with the IWCMS Ecological Engineering Report, Nov 2006. Should alternate methodologies for preserving pre-developed 1.5 yr. ARI flows in Buttonderry Creek be proposed, then prior approval from Council is required.</li> </ul>
<p><b>Reason:</b> To accommodate the amended Water Cycle Management Plan proposed for Stage 1 and to ensure Stage 2 remains as originally approved.</p>
<p>2.12 The above detailed designs <b>as applicable to each stage</b> shall be accompanied by a revised comprehensive flood, stormwater and water quality modelling and report (including input and output data) to demonstrate that requirements of this approval, the commitments made within documents referred to in condition 1.1 and the following requirements are achieved:</p> <p><b>Stage 1:</b></p> <p><b>a) Stormwater management is undertaken in accordance with the Water Cycle Management Plan;</b></p> <p><b>b) compensatory flood retention storage obligations for flood volume displacement generated by the development is accommodated within the site; and</b></p> <p><b>c) no increase in overtopping events during the 1 in 100 year event for the F3 Freeway carriageway (unless agreed to by the RTA).</b></p> <p><b>Stage 2:</b></p> <p>a) the active storage volume for harvesting is provided in accordance with the approved IWCMS Ecological Engineering (November 2006);</p> <p>a) compensatory stormwater retention storage obligations for flood volume displacement generated by the development is accommodated within the site; and</p> <p>b) no increase in overtopping events during the 1 in 100 year event for the F3 Freeway carriageway (unless agreed to by the RTA).</p> <p><b>All stages:</b> The flood model shall be provided to and approved by the RTA and Council prior to the issue of the Construction Certificate <b>as applicable to each stage.</b></p>
<p><b>Reason:</b> To accommodate the amended Water Cycle Management Plan proposed for Stage 1 and to ensure Stage 2 remains as originally approved.</p>
<p><b>Hue Hue Road</b></p> <p>2.13 As part of the requirements of conditions 2.11 and 2.12, the Proponent shall include an assessment on the condition of Hue Hue Road (in proximity to the culverts) to determine the adequacy of the infrastructure (being the road embankment and culvert) to function as a de- facto detention basin for flows upstream of the site.</p>
<p><b>Buttonderry Creek Bridge</b></p> <p>2.14 The internal bridge across Buttonderry Creek shall:</p> <ul style="list-style-type: none"> <li>a) be designed in accordance with Australian Standard AS 5100-2004 Bridge Design and Council's Engineering Controls for Development (DCP2005, Chapter 67);</li> <li>b) is designed to minimise the extent of disturbance with the 30m Core Riparian Zone on both sides of Buttonderry Creek;</li> <li>c) include scour protection measures for any embankment or pylon;</li> <li>d) provide for pedestrian and cyclist movements in accordance with relevant Council policies;</li> <li>e) have all associated services fixed in the bridge deck;</li> <li>f) be designed to ensure the minimum height of the underside of the bridge superstructure allows for the 1% AEP flow level and freeboard (including consideration of climate change impacts); and</li> <li>g) be designed (including embankments) to suitably integrate with road lanes on either side, shall accommodate vehicle travel/turning paths and shall achieve safe vertical sight distance requirements for connecting roads and/or lot access;</li> <li>h) suitably incorporate features (designed in consultation with a qualified Ecologist) to assist with fauna movement and to reduce mortality.</li> </ul> <p>A construction certificate may only be issued if Council is satisfied with the design of the bridge.</p>
<p><b>Easements/Drainage Flows</b></p>
<p><b>Lot 1</b></p> <p>2.15 Prior to the issue of a Construction Certificate for subdivision works (<del>Stage 1</del> <b>in Stage 1C</b>), the Proponent shall demonstrate that the overland flow from the catchment draining to the culvert at Hue Hue Road/Sparks Road intersection can be formalised and redirected to the north to the main creek crossing of Hue Hue Road on the western side of Hue Hue Road, and will not result in the overtopping of Hue Hue Road, Sparks Road or flow through Lot 1 of the subdivision (subject to there not being any further impacts as a result of altering catchment).</p> <p>Any such works will need to suit the future intersection upgrade and be clear of service authority allocations.</p> <p>If this cannot be achieved, the Proponent shall provide an alternative approach to the stormwater systems within the site, such as creating a drainage easement through Lot 1.</p>
<p><b>Reason:</b> To confirm requirements in this regard relate only to Stage 1C which contains Lot 1</p>
<p><b>Lot 23</b></p> <p>2.16 Prior to the issue of a Construction Certificate for subdivision works (<del>Stage 1</del> <b>in Stage 1D</b>), the Proponent shall demonstrate that the stormwater drainage system in proximity to Lot 23 has been designed to consist of a piped system that captures and conveys (from the existing system under Hue Hue Road) the 20yr ARI event with an overland flow path for the 100yr ARI event (using where necessary berms and easement/s to cater for the 100yr ARI event).</p>



The design shall be prepared in accordance Council's Development Control Plan 2005, Chapter No 67 - Engineering Requirements for Development. The design plans must be approved by Council prior to the issue of a Construction Certificate
<b>Reason:</b> To confirm requirements in this regard relate only to Stage 1D which contains Lot 23
<p><b>Lot 105-110</b></p> <p>2.17 The Proponent shall make suitable arrangements for the capture and safe conveyance of stormwater flows (originating upstream from the site) along and within the rear of Lots 105 to 110 to a suitable discharge point (such as the open drainage channel).</p> <p>Any such system shall be covered by an easement (created under section 888 of the Conveyancing Act 1919) and shall be designed to manage stormwater flows for a range of storm events up to and including the 1% AEP event. In doing so, the Proponent shall also reach agreement with Council (as owner of the Public Reserve) regarding the interface of any such system to ensure the efficient and safe conveyance of flows (such as, ensuring pooling of water within the public reserve does not occur).</p> <p>The above system shall be agreed to by Council prior to the issue of a Construction Certificate for subdivision works involving Lots 105-110.</p>
<p><b>Sparks Road</b></p> <p>2.18 The Proponent shall ensure that works associated with the development does not result in Sparks Road being overtopped by flows up to the and including the 1% AEP event or that proposed lots are affected by any overtopping of this road.</p>
2.19 If drainage structures need to be upgraded within the classified section of Sparks Road or the F3 Freeway corridor, the Proponent shall obtain approval of Council and/or the RTA as appropriate for the works (including design of the works) prior to the issue of a Construction Certificate and if required by the RTA, the Proponent shall enter into a Works Authorisation Deed for the works prior to the issue of a Construction Certificate.
<p><b>All other roads</b></p> <p>2.20 The velocity depth ratio in all roads shall not exceed 0.4 for all events up to and including the 1% AEP event as stipulated in the NSW Floodplain Development Manual April 2005. The detailed design of the road network within the site shall be supported by stormwater calculations demonstrating the above and accompanied by a statement from the Proponent's stormwater design consultant.</p>
2.21 Safety barriers as committed to in Statement of Commitment 6 are to be provided where hazards generate warrants for safety barriers in accordance with RTA or Austroads guidelines. Design plans for the safety barriers are to be submitted and approved by Council prior to issue of the Construction Certificate and completed prior to issue of the Subdivision Certificate for that Stage.
2.22 The provision of the design and construction of the drainage structures and the associated sections of Road No.6 extending to the common boundary between Stage 1 and Stage 2 shall be completed as part of <del>Stage 1</del> <b>the applicable stage</b> . Design details shall include any ultimate or interim treatments with regards to the channel and are to be submitted and approved prior to issue of the Construction Certificate for <del>Stage 1</del> <b>the applicable stage</b> .
<b>Reason:</b> To allow compliance as applicable to each stage.
<b>Contamination</b>
2.23 Prior to the issue of a construction certificate, a plan of remediation is to be prepared in accordance with DECCW guidelines, implemented and completed in accordance with the plan prior to commencement of bulk earthworks within the site. This shall be supported by the additional investigations recommended within the contamination reports referenced in condition 1.1 of this approval.
2.24 Prior to the issue of a subdivision certificate, the Proponent shall demonstrate to the certifying authority that the site is suitable for the proposed uses. This shall be supported by a validation report and certificate issued by a site auditor accredited by DECCW.
<b>Geotechnical</b>
2.25 Detailed Bulk Earthworks plans, showing the extent of excavation and/or filling (site cross sections, existing and design contours and depth of fill plans) together with details of the method of retaining, draining and stabilising the disturbed areas, are to prepared in accordance with the requirements of Council's Engineering Requirements for Development, and shall be submitted and approved by Certifying Authority prior to the issue of a Construction Certificate for that stage of the development.
2.26 Level 1 testing and Geotechnical controls are to be carried out including the preparation and submission of plans along with lot classifications in accordance with AS 2870 and AS3798. The plans are to identify all test and retest locations ensuring lot sizes are not exceeded and are to be accompanied by the submission of a Report by a Geotechnical Engineer lodged prior to issue of the Subdivision Certificate certifying the suitability and compliance of fill materials and compaction with the approved fill material and the above standards.
<b>Bushfire</b>
2.27 All Asset Protection Zones (APZs) shall be designed and maintained in accordance with Planning for Bushfire Protection 2006. APZs shall be located outside environmental lands and shall be burdened on the industrial lots or road reserves. The location of APZs shall also be consistent with Guidelines for Controlled Activities - Riparian Corridors (February 2008).
2.28 Areas identified as defendable space within the Bushfire Assessment (which forms part of the EA referenced in condition 1.1) shall be managed as inner protection area (IPA) as outlined within section 4.1.3 and Appendix 5 of Planning for Bushfire Protection 2006 and the NSW Rural Fire Service's document 'Standards for asset protection zones'.
2.29 Landscaping to the site is to comply with the principles of Appendix 5 of Planning for Bush Fire Protection 2006.
2.30 Prior to the issue of a subdivision certificate, a bushfire management plan is to be prepared that addresses the establishment and ongoing maintenance and management responsibilities of all Asset Protection Zones (including temporary Asset Protection Zones) in accordance with Planning for Bushfire Protection 2006.
<b>Infrastructure</b>
<p>2.31 The design and specification of all infrastructure that will be dedicated to Council as the future asset owner and Roads Authority shall be approved by Council prior to issue of <del>any</del> <b>the</b> Construction Certificate for the relevant stage of the development.</p> <p>This includes but is not limited to stormwater (including water quality systems, drainage channels, and associated land/corridors}, roads, road reserves and site access intersections. With respect to road infrastructure requirements, the following must be provided or demonstrated:</p> <ul style="list-style-type: none"> <li>a) Street lighting to be provided for the development and the entry intersections in accordance with AS 1158. Such lighting is to be designed to ensure overspill lighting doesn't adversely impact adjoining areas of environmental value.</li> <li>b) Stage 3 Road Safety Audits (if required by Council) are to be provided for the entry intersections and the internal roundabout with any recommended treatments to reduce or eliminate identified hazards;</li> <li>c) The road and intersection network is to be designed to cater for the B-Triple, B-Double and 19.0m semi-trailer as the design vehicles.</li> </ul>

Such works shall be completed to the satisfaction of Council as the future asset owner and Roads Authority prior to the issue of the Subdivision Certificate for the relevant stage of the development. The infrastructure items shall be dedicated (at no cost) to Council upon the issue of the Subdivision Certificate or by the end of the maintenance period specified by Council.
<b>Reason:</b> To allow compliance as applicable to each stage.
2.32 Prior to the issue of a Construction Certificate <del>for Stage 1</del> <b>for the applicable stage(s)</b> , the Proponent shall obtain an approval from the relevant roads authority for the design of the site access intersections from Hue Hue Road and Sparks Road. A subdivision certificate for <del>first stage</del> <b>for the applicable stage(s)</b> of the development shall not be issued until the Proponent has completed <del>both</del> site access intersections from Hue Hue Road and Sparks Road to the satisfaction of the relevant roads authority <b>as applicable to each stage</b> .
<b>Reason:</b> To allow compliance as applicable to each stage.
2.33 Prior to the issue of a Construction Certificate, the Proponent shall consult and confirm the connection requirements and location of services to be provided or relocated on or adjoining the site with the relevant service provider. This includes sub-stations, transmission lines etc. within the development site. The Proponent shall obtain relevant approvals from those service providers prior to the construction of any utilities works within the site.
2.34 Prior to the issue of a construction certificate, the Proponent shall demonstrate to Council that the subdivision plan has been modified to: <ul style="list-style-type: none"> <li>a) reflect the location and design of site access intersections that reflects those agreed to by the relevant roads authority, including the Hue Hue Road <b>access point reflecting an intersection arrangement approved by the relevant roads authority</b> and the Sparks Road/Road No.1 intersection reflecting a roundabout arrangement;</li> <li>b) include on Roads 1 and 4 of a shared footpath/cycleway (2.5 metres wide) on one side (as shown previously on drawing EA01 Revision I), with the shared footpath/cycleway connecting to Hue Hue Road and Sparks Road,</li> <li>c) provide a 1.2 metre wide paved footpaths along one side of all roads;</li> <li>d) ensure lane discipline at all intersections and on bends in roads;</li> <li>e) ensure the cul-de-sac head in Road 2 of a minimum of 30 metre diameter between kerbs;</li> </ul> include an area for the uncoupling and temporary storage of B-Doubles/B-Triples at the southern end of Road 1 in addition to the existing area at the northern end of Road 4 (unless otherwise agreed by Council).
<b>Reason:</b> To accommodate alternate access arrangements if required by the relevant Roads Authority.
2.35 All on-site drainage structures on private allotments (that are not to be dedicated to Council) are to be maintained for the life of the development.
<b>Public Transport</b>
2.36 Prior to the issue of a construction certificate <b>as applicable to each stage</b> <del>for Stage 1</del> , the Proponent shall demonstrate to Council that the internal road network is able to cater for a bus service within the site (should a bus service be required by Transport NSW through the development) and provide details to Council on the potential bus stop locations. Bus shelters shall be required at these locations at full cost to the Proponent.
<b>Reason:</b> To allow compliance as applicable to each stage.
<b>Flora and Fauna</b>
2.37 The Proponent shall minimise the extent of vegetation clearance within the interface of the development site with Hue Hue Road, Sparks Road, F3 Freeway (including ramps). The Proponent shall demonstrate to the certifying authority prior to the issue of a construction certificate that the final bulk earthworks plans minimise the extent of disturbance in order to maximise the retention of established vegetation.
2.38 Prior to the issue of a construction certificate, the Proponent shall provide a report to the Director General verifying the following to ensure the biodiversity of the conservation land is preserved: <ul style="list-style-type: none"> <li>a) that stormwater infrastructure proposed in areas containing Endangered Ecological Communities (EECs) or high quality habitat within the conservation zones has been removed where it cannot be demonstrated that the locations are critical for hydrological performance;</li> <li>b) the design and location of the stormwater infrastructure within the biodiversity corridors has been minimised by ensuring that a continuous area of vegetation is provided which is 50 metres wide along the Freeway and 100m minimum along the Buttonderry Creek;</li> <li>c) the works proposed within the wildlife dispersal corridor (located adjacent to the F3 corridor) will simultaneously provide for a functional fauna movement corridor, landscape screening (of the development from the F3) in addition to achieving storm water discharge requirements (associated with the F2 branch);</li> <li>d) stormwater infrastructure or asset protection zones have been excluded from the 30m Core Riparian Zone; and</li> <li>e) service infrastructure (including sewage pipelines) proposed within the conservation land has been removed, unless it is demonstrated that the crossings cannot be avoided, have been minimised/consolidated wherever possible and avoids high quality habitat, habitat features and EECs.</li> </ul> The report shall quantify the final extent of losses of high quality habitat or EECs, and shall demonstrate that any additional loss has been adequately offset through the biodiversity contributions.
2.39 Prior to clearing or any other works and the issue of a Construction Certificate, the Proponent is to prepare and implement the following during works: <ul style="list-style-type: none"> <li>a) a Vegetation Management Plan (consistent with Council's draft Ecological Plan of Management and the Office of Water's Guidelines for Controlled Activities - Vegetation Management Plans (February 2008)) <b>in</b> consultation with DECCW and Office of Water, and approved by Council. This plan shall detail both rehabilitation works within the conservation lands, the stabilisation works within Buttonderry Creek, and management controls during bridge construction;</li> <li>b) a Wildlife Management Strategy for the site to ensure site preparation and construction works are undertaken in a manner that avoids or minimises impacts on fauna (during tree clearing), retained vegetation, water quality and creek stability approved by Council. In addition, nest boxes are to be provided on the Conservation Lands on a one for one basis for any natural hollow removed by the development and are to be constructed of appropriate durable materials.</li> </ul> Rehabilitation and creek stabilisation works identified in the Vegetation Management Plan shall be completed to the satisfaction of Council prior to the issue of the Subdivision Certificate <b>for the applicable stage(s)</b> (unless otherwise agreed to by Council), and shall be maintained by the Proponent until the land is dedicated to Council.
2.40 All in-stream works and works within the riparian corridor (including the installation of infrastructure) shall be designed and managed in accordance with relevant Office of Water policies.
2.41 The constructed Water Management System within the Buttonderry Creek Flood Plain and connecting channels (F2 & B2) must be completed, operational and planted out in accordance with the Landscape Plan of the proposed Warner Industrial Park Design Code prior to the issue of <del>a</del> <b>the</b> Subdivision Certificate <b>for the applicable stage(s)</b> .
<b>Reason:</b> To allow compliance as applicable to each stage.
2.42 The following permanent site fencing (typical 4 strand stock fence, excluding the use of barbed wire) is to be erected to permanently delineate the extent of any under scrubbing for bushfire management purposes prior to the issue of a Subdivision Certificate: <ul style="list-style-type: none"> <li>a) along the north-eastern boundary of proposed Lots 5, 6, 9 and 13 (as shown on the Concept Plan EA01 Revision J);</li> <li>b) along the western boundary of proposed Lots 14 - 17 (as shown on the Concept Plan EA01 Revision J);</li> <li>c) along the southern boundary of proposed Lots 69 and 101 (as shown on the Concept Plan EA01 Revision J); and</li> </ul>

d) along the eastern most boundary of proposed Lots 65- 69 and 101 - 110 (as shown on the Concept Plan EA01 Revision J). This fencing does not include approved access ways.
2.43 Fencing that delineates private property and future public lands shall be located on the private lot and shall be maintained for the life of the development. Fencing (for that stage) shall be erected prior to the issue of the relevant subdivision certificate.
2.44 Fencing between road reserves and conservation lands shall be located on the road reserve and maintained by the Proponent until dedication of these areas to Council. Design of fencing shall reflect the above requirements unless otherwise agreed by Council. All fencing shall be erected prior to the issue of the relevant subdivision certificate.
<b>Landscaping</b>
2.45 The Landscaping Plan is to be modified to remove Corymbia maculata and Eucalyptus saligna from the Street Tree planting list and replaced with Eucalyptus paniculata, Eucalyptus capitella and Glochidion ferdinandi.
2.46 Prior to the issue of a Subdivision Certificate for the relevant stage of the development, the Proponent will submit to the Principal Certifying Authority certification from a suitably qualified person that site landscaping has been provided in accordance with the approved Landscape Masterplan (Figure L1 of the Design Code, February 2009).
2.47 Any entry statement treatments are to be wholly within the proposed lots and maintained by the proponent/future owner.
<b>Aboriginal Cultural Heritage</b>
2.48 If any previously unidentified Aboriginal cultural object(s) are discovered during construction works, all work likely to affect the object(s) is to cease immediately and the discovery of the objects shall be reported to DECCW. Recommencement of works shall not occur until the requirements of DECCW have been satisfied.
<b>Water and Sewer Supply</b>
2.49 The Proponent shall prepare an application under Section 305 of the Water Management Act to Council as the Water Supply Authority for determination of requirements under Section 306 of that Act. The Section 306 Certificate of Compliance is required prior to the issue of the Construction Certificate.
2.50 Prior to the issue of a Subdivision Certificate for each stage, a Section 307 Certificate of Compliance under the Water Management Act 2000 for water and sewer requirements must be obtained from Wyong Shire Council as the Water Supply Authority. All works for the development must be approved by Council prior to the issue of a Certificate of Compliance.
<b>Construction Noise</b>
<b>Construction Hours</b> 2.51 Construction activities associated with the project shall only be undertaken during the following hours: 7:00am to 6:00pm, Mondays to Fridays, inclusive; 8:00am to 1:00pm on Saturdays; and at no time on Sundays or public holidays.
2.52 Activities resulting in impulsive or tonal noise emission shall be limited to 8:00am to 12:00 midday, Monday to Saturday and 2:00pm to 5:00pm Monday to Friday. The Proponent shall not undertake such activities for more than 3 continuous hours and must provide a minimum one-hour respite period.
<b>Construction Noise Management</b> 2.53 The Proponent shall implement a Construction Noise and Vibration Management Plan, in accordance with DECCW's Interim Construction Noise Guideline (2009), and shall implement all feasible noise mitigation and management measures with the aim of achieving the construction noise objective. The Construction Noise and Vibration Management Plan shall be approved by the Certifying Authority prior to <b>construction</b> . <del>the issue of the relevant construction certificate.</del>  Any activities that have the potential for noise emissions that exceed the objective must be identified and managed in accordance with the Construction Noise and Vibration Management Plan
<b>Reason:</b> To allow compliance prior to construction.
<b>Construction Traffic</b>
2.54 The Proponent shall obtain the approval of Council should any part of the road reserve or public land is proposed for use as part of the subdivision works. The storage of materials or parking of vehicles associated with the project on the road reserve is not permitted
2.55 The Proponent shall implement a Construction Traffic Management Plan (CTMP) for the development. The CTMP shall be prepared by a suitably qualified person and shall address, but not be limited to, the following matters: a) proposals for reducing any impact of the construction site on the adjacent traffic network; b) traffic management of short term activities such as delivery of materials; c) accessing, exiting and parking in and near the work site by trucks, tradesmen work vehicles and the like; d) mitigation measures to ensure that delivery trucks and trade vehicles do not deposit any spoil on public roadways and should this occur, measures are to be imposed to ensure the removal of such materials in a safe manner; e) loading and unloading, including construction zones, f) predicted traffic volumes; g) pedestrian and traffic management methods; h) public consultation procedures that will be put in place for notification of adjoining residents of the relevant details of the CTMP and details of complaint handling procedures; and i) Comprehensive Traffic Control Plans (TCP's) for any works altering the safe and pre- existing movement of traffic around and adjacent to the site.  The CTMP shall be approved by the Certifying Authority prior to <b>construction</b> <del>the issue of a Construction Certificate</del> <b>as applicable to each stage</b> and prepared in consultation with and approved by Council.
<b>Reason:</b> To allow compliance prior to construction.



Dilapidation
2.56 <del>The approved haulage route road pavements shall be tested by a practising Geotechnical Engineering Consultant in accordance with Development Control Plan 2005, Chapter 67 – Engineering Requirements for Development and Austroads Guidelines. The testing results shall be presented in a Geotechnical Engineering Report including a dilapidation report of affected pavements, and a comprehensive rehabilitation program for all affected haulage route pavements.</del>
<b>Reason:</b> This condition is considered an overly onerous noting that both Sparks Road and Hue Hue Road are frequent heavy vehicle routes to access Buttonderry Dump, and as such it would be difficult to ascertain what damage (if any) was caused by construction vehicles to the subject site.
2.57 A dilapidation report must be submitted to Council prior <del>the issue of a Construction Certificate</del> <b>construction</b> of the development. The report must document and provide photographs that clearly depict any existing damage to the road pavement, kerb, gutter, footpath, driveways, street trees, street signs or any other Council assets in the vicinity of the development and haulage route.
<b>Reason:</b> To allow compliance prior to construction.
2.58 Any damage not shown in the Dilapidation Report submitted to Council before site works had commenced, will be assumed to have been caused as a result of the site works undertaken and must be rectified at the applicant's expense, prior to release of the Subdivision Certificate.
Soil and Water Management (Construction)
2.59 Prior to <del>the issue of a Construction Certificate</del> <b>construction</b> , the Proponent shall prepare an Erosion and Sediment Control Plan(s) for the control of soil erosion on the site and the prevention of silt discharge into drainage systems and waterways in accordance with Managing Urban Stormwater: Soils and Construction (Landcom 2004) and Wyong Development Control Plan 2005, Chapter 67 - Engineering Requirements for Development. The design plans must include supporting calculations and details and shall be approved by the Principal Certifying Authority.
<b>Reason:</b> To allow compliance prior to construction.
2.60 All erosion and sediment control measures are to be installed prior to the commencement of any soil disturbance within the area served by the controls.
2.61 All erosion and sediment control measures are to be effectively implemented and maintained at or above design capacity for the duration of the construction works until such time as all ground disturbed by the works has been stabilised and rehabilitated so that it no longer susceptible to erosion and sedimentation.
2.62 Excess spoil, at the completion of the relevant stage of the construction work, shall be removed from the site <b>unless required for the next stage of the development.</b>
<b>Reason:</b> To allow fill to be balanced and used across stages.
Air Quality (Construction)
2.63 Prior to clearing or any other works, the Proponent shall prepare a Dust Management Plan for the approval of the Certifying Authority. Management measures detailed within the Plan shall be implemented and monitored throughout construction.
2.64 The Proponent shall construct the project in a manner that minimises dust impacts generated by construction works, including wind-blown and traffic-generated dust, on the receiving environment. All construction shall be undertaken with the objective of minimising visible emissions of dust from the construction site.
Waste Management
2.65 All waste materials shall be assessed, classified, managed and disposed of in accordance with Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-liquid Wastes (EPA, 1999).
Construction Management
2.66 Prior to <del>the issue of a Construction Certificate</del> <b>construction</b> , the Proponent shall prepare to the satisfaction of the Certifying Authority a Construction Environmental Management Plan CEMP, prepared in accordance with Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004), which shall include (but not limited to): <ul style="list-style-type: none"> <li>a) a construction noise and vibration mitigation plan;</li> <li>b) an air quality and dust management plan;</li> <li>c) a soil and water management plan, prepared in accordance with Landcom's Managing Urban Stormwater: Soils and Construction guidelines;</li> <li>d) a flora and fauna management plan;</li> <li>e) a waste management plan;</li> <li>f) a construction traffic management plan;</li> <li>g) measures to address interface issues between the construction site and the neighbouring conservation areas;</li> <li>h) a monitoring program detailing how the effectiveness of the controls specified in the above sub-plans would be monitored during the proposed works, and how any non- compliance would be rectified;</li> <li>i) a complaints management plan detailing the procedures that would be implemented to receive, handle, respond to and record any complaints that are received.</li> </ul> <p>Prior to the commencement of work, the Proponent shall submit a copy of the approved plan (including all relevant subplans) to the Department and Council if Council is not the Certifying Authority.</p>
<b>Reason:</b> To allow compliance prior to construction.
2.67 A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification shall be kept on the site at all times and shall be readily available for perusal by any officer of the Department, or the Principal Certifying Authority.
Site Safety Preparation and Management
2.68 Building equipment and/or materials shall be contained wholly within the site and shall not be stored or operated on the footpath or roadway, unless specific written approval has been obtained from Council beforehand.
Site Notice
2.69 A site notice(s) shall be prominently displayed at the boundaries of the site for the purposes of informing the public of project details including, but not limited to the details of the Civil Contractor, Principal Certifying Authority and Structural Engineer. The notice(s) is to satisfy all but not be limited to, the following requirements: <ul style="list-style-type: none"> <li>a) Minimum dimensions of the notice are to measure 841mm x 594mm (A1) with any text on the notice to be a minimum of 30 point type size;</li> <li>b) The notice is to be durable and weatherproof and is to be displayed throughout the works period;</li> <li>c) The approved hours of work, the name of the site/project manager, the responsible managing company (if any), its address and 24 hour contact phone number for any enquiries, including construction/noise complaint are to be displayed on the site notice; and</li> </ul> <p>The notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted.</p>



2.70 The Proponent shall ensure that the 24 hour contact telephone number is continually attended by a person with authority over the works for the duration of the development.
<b>Section 88B Instrument</b>
Copies of any instruments under Section 88B or 88E of the Conveyancing Act 1919 are to be submitted with the final plan of subdivision, as relevant to any restrictive covenants, easements, rights of way created or affected by this development.
2.72 The plan of subdivision and Section 88B instrument (Conveyancing Act 1919) shall establish the following restrictions, with the Council having the benefit of these covenants and having sole authority to release, vary or modify these covenants. Wherever possible the extent of the land affected by these covenants shall be defined by bearings and distances shown on the plan of subdivision. <ul style="list-style-type: none"><li>a) Prohibiting direct vehicular access to proposed Lots 1, 10-12 from Sparks Road;</li><li>b) Prohibiting direct vehicular access to Lot 1-5, 17 -25 from Hue Hue Road;</li><li>c) Prohibiting direct vehicular access to Lot 1 Road No.1 within 50.0 metres from Sparks Road and lot 10 to be accessed from Road No.2;</li><li>d) Prohibiting direct vehicular access to lots 19 &amp; 20 from Road No.5;</li><li>e) The creation of "Easements for Support" over excavated batter slopes adjoining the existing or proposed road reserves to benefit the Council;</li><li>f) Identifying and maintaining all Asset Protection Zones;</li><li>g) The creation of "Easements for Support" over excavated batter slopes adjoining the existing or proposed road reserves to benefit the Council; and</li><li>h) Creation of all necessary inter-allotment drainage easements.</li></ul>
2.73 Land is to be dedicated to Council to permit a legal and proper access road connection to the adjoining properties to the east (Lot 9 DP 239704 and Lot 5 DP 259531). If the roads within the development are not public roads then a legal Right of Way (ROW) to Lot 9 DP 239704 and Lot 5 DP 259531 is to be provided.
2.74 All necessary "Easements to Drain Water and for Services" are to be approved by Council prior to issue of the Subdivision Certificate and registered with the plan of subdivision. Note: "Easements to Drain Water" shall be created over the constructed swale drainage system.