

Table 1 – State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

Part	Controls	Proposed Development	Compliance
Clause 7 (Contamination and remediation to be considered in determining development application)	Before granting consent to a development, the consent authority must consider whether the site on which development is proposed is contaminated, and of so, whether appropriate remediation measures have been put in place to ensure that the site can be remediated to a level suitable for the proposed use.	The targeted Phase 2 Contamination Assessment identified low to moderate potential for contamination on the site. Refer to <b>Appendix T</b> .  The consultant is of the opinion that no issues of unacceptable environmental concern that warrant remediation action were noted, and the site is considered compatible with the proposed development and may proceed from a contamination management standpoint.	Y

Table 2 – State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP64)

Part	Controls	Proposed Development	Compliance
Clauses 8 (Granting Consent to Signage) and 3(1) (Aims, Objectives)	In accordance with Clause 8 of any business identification signage must comply with the objectives in Clause 3(1). The Policy aims: (a) to ensure that signage (including advertising): (i) is compatible with the desired amenity and visual character of an area, and (ii) provides effective communication in suitable locations, and (iii) is of high quality design and finish, and (b) to regulate signage (but not content) under Part 4 of the Act, and (c) to provide time-limited consents for the display of certain advertisements, and (d) to regulate the display of advertisements in transport corridors, and (e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.	The signage associated with the two warehouses are very similar in nature and suitable for an industrial / warehouse development.  The signs identify the businesses inside the buildings, while providing directional signage, providing effective and simple communication.  The signs will be of a high quality.	Y
Clause 8 (Granting Consent to Signage) and Schedule 1 (Assessment Criteria)	In accordance with Clause 8 of any business identification signage must comply with the criteria set out in Schedule 1: <b>1 Character of the area</b> <ul style="list-style-type: none"> <li>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</li> <li>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</li> </ul>	The signage proposed is compatible with the industrial corridor of the M7. The proposed signage clearly identifies the business located within each warehouse while providing simple directional signage.	Y
	<b>2 Special areas</b> <ul style="list-style-type: none"> <li>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</li> </ul>	The proposed signage does not detract from the amenity of the warehouse and distribution centre. The signage is suitable in the proposed locations due to the association with the warehouse building and the requirement for clear and unobscured signage for vehicles entering the site.	Y

Part	Controls	Proposed Development	Compliance
	<b>3 Views and vistas</b> <ul style="list-style-type: none"> <li>Does the proposal obscure or compromise important views?</li> <li>Does the proposal dominate the skyline and reduce the quality of vistas?</li> <li>Does the proposal respect the viewing rights of other advertisers?</li> </ul>	<p>The signage will either be attached the outside walls of the warehouse building, or well below the proposed heights of the buildings and will therefore have no impact of views or vistas.</p> <p>The site is not located within a protected view corridor.</p>	Y
	<b>4 Streetscape, setting or landscape</b> <ul style="list-style-type: none"> <li>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</li> <li>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</li> <li>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</li> <li>Does the proposal screen unsightliness?</li> <li>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</li> <li>Does the proposal require ongoing vegetation management?</li> </ul>	<p>The proposed signage is suitable for the proposed streetscape and setting of the warehouse and distribution facility. The signage, proposed is directly related to the proposed buildings and will ensure the business's are easily identifiable from various directions.</p> <p>The proposed signage does not require ongoing vegetation management, screen unsightliness or protrude above the proposed buildings.</p> <p>The signage does not obscure other signage.</p>	Y
	<b>5 Site and building</b> <ul style="list-style-type: none"> <li>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</li> <li>Does the proposal respect important features of the site or building, or both?</li> <li>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</li> </ul>	<p>The proposed signage is compatible with the scale and proportion of the proposed warehouse buildings and will ensure each business is identifiable within the warehouse and distribution facility.</p> <p>The proposed signs are consistent with the Big W and Dick Smith branding.</p>	Y
	<b>6 Associated devices and logos with advertisements and advertising structures</b> <ul style="list-style-type: none"> <li>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</li> </ul>	<p>The signage will use the Big W or Dick Smith logos across all signs. Lighting is also used for each of the signs.</p>	Y
	<b>7 Illumination</b> <ul style="list-style-type: none"> <li>Would illumination result in unacceptable glare?</li> <li>Would illumination affect safety for pedestrians, vehicles or aircraft?</li> <li>Would illumination detract from the amenity of any residence or other form of accommodation?</li> <li>Can the intensity of the illumination be adjusted, if necessary?</li> <li>Is the illumination subject to a curfew?</li> </ul>	<p>The signs are proposed to be illuminated. The illumination is acceptable for each of the signs due to the separation from all signs to existing and future residential areas. The businesses propose to be operational 24/7 and illumination of the signs will be key to ensure the sites are easily accessible and identifiable when dark.</p> <p>Illumination of building signage complies with AS 4287:1997.</p>	Y
	<b>8 Safety</b> <ul style="list-style-type: none"> <li>Would the proposal reduce the safety for any public road?</li> <li>Would the proposal reduce the safety for pedestrians or bicyclists?</li> <li>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</li> </ul>	<p>The proposed signage is simple and provides directional information, increasing safety and legibility across the proposed warehouse and distribution facility.</p>	Y

Table 3 – State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure)

Part	Controls	Proposed Development	Compliance
Clause 101 – Development with frontage to a classified road.	<p><b>2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:</b></p> <p>(a) where practicable, vehicular access to the land is provided by a road other than the classified road, and</p> <p>(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:</p> <p>(i) the design of the vehicular access to the land, or</p> <p>(ii) the emission of smoke or dust from the development, or</p> <p>(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and</p> <p>(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.</p>	<p>The site has two street frontages, Cowpasture Road and the M7 Motorway, both of which are classified roads. The proposed accessway is via a new intersection on Cowpasture Road which is being constructed by the RTA. The nearest non-classified roads are to the north and north-east of the site. The provision of access to the site via these non-classified roads is not practicable as they are residential streets and would not be suitable for heavy vehicles generated by the proposed warehouse and distribution centre.</p> <p>The Traffic Study at <b>Appendix S</b> indicates that the intersection with Cowpasture Road and surrounding road network will operate at satisfactory levels during the expected peaks periods in 2016 (when fully developed).</p> <p>The proposed warehouse and distribution centre will not emit any smoke or dust, neither is it a type of development that is sensitive to traffic noise or vehicle emissions.</p>	Y
Clause 104 – Traffic-generating development	<p><b>(1) This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves:</b></p> <p>(a) new premises of the relevant size or capacity</p> <p><b>(3) Before determining a development application for development to which this clause applies, the consent authority must:</b></p> <p>(b) take into consideration:</p> <p>(ii) the accessibility of the site concerned, including:</p> <p>(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and</p> <p>(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and</p> <p>(iii) any potential traffic safety, road congestion or parking implications of the development.</p> <p><b>Schedule 3 includes:</b></p> <ul style="list-style-type: none"> <li>Industry with access to a classified road – 5,000m<sup>2</sup> in area</li> </ul>	<p>The Traffic Study at <b>Appendix S</b> indicates that the intersection of the proposed new site access point and Cowpasture Road would operate at satisfactory levels in 2016 and that the proposed development would not affect the surrounding road network.</p> <p>The site is suitably located for the movement of freight by trucks due to the proximity to the M7 corridor.</p>	Y

Table 4 – Liverpool Local Environmental Plan 2008 (LEP 2008)

Part	Controls	Proposed Development	Compliance
Land Use Table	<b>Zone IN1 General Industrial</b> <b>Zone Objectives</b> <ul style="list-style-type: none"> <li>To provide a wide range of industrial and warehouse land uses.</li> <li>To encourage employment opportunities.</li> <li>To minimise any adverse effect of industry on other land uses.</li> <li>To particularly encourage research and development industries by prohibiting land uses that are typically unsightly or unpleasant</li> <li>To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</li> </ul> <b>Relevant permitted uses (with consent):</b> <ul style="list-style-type: none"> <li>Warehouse or distribution centres</li> </ul>	<p>The land zoned IN1 General Industrial is proposed to be used for a warehouse and distribution centre and is therefore permissible with consent.</p> <p>The proposed use will increase employment opportunities within the NSW economy, as well as the Liverpool LGA, and will not introduce any adverse impacts on other land uses.</p>	Y
	<b>Zone IN2 Light Industrial</b> <b>Zone Objectives</b> <ul style="list-style-type: none"> <li>To provide a wide range of light industrial, warehouse and related land uses.</li> <li>To encourage employment opportunities and to support the viability of centres.</li> <li>To minimise any adverse effect of industry on other land uses.</li> <li>To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</li> <li>To allow other land uses that are compatible with industry and that can buffer heavy industrial zones while not detracting from centres of activity.</li> </ul> <b>Relevant permitted uses (with consent):</b> <ul style="list-style-type: none"> <li>Warehouse or distribution centres</li> </ul>	<p>The land zoned IN2 Light Industrial is proposed to be used for a warehouse and distribution centre and is therefore permissible with consent.</p> <p>The proposed use will increase employment opportunities within the NSW economy, as well as the Liverpool LGA, and will not introduce any adverse impacts on other land uses.</p>	Y

Part	Controls	Proposed Development	Compliance
	<p><b>Zone E3 Environmental Management</b></p> <p><b>Zone Objectives</b></p> <ul style="list-style-type: none"> <li>▪ To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.</li> <li>▪ To provide for a limited range of development that does not have an adverse effect on those values.</li> <li>▪ To enable the recreational enjoyment or scientific study of the natural environment.</li> </ul> <p><b>Relevant uses permitted (without consent):</b></p> <ul style="list-style-type: none"> <li>▪ Environmental protection works</li> </ul> <p><b>Relevant permitted uses (with consent):</b></p> <ul style="list-style-type: none"> <li>▪ Building identification signs</li> <li>▪ Drainage</li> <li>▪ Earthworks</li> <li>▪ Environmental facilities</li> <li>▪ Flood mitigation works</li> <li>▪ Roads</li> </ul> <p><b>Relevant prohibited uses</b></p> <ul style="list-style-type: none"> <li>▪ Warehouse and distributions centres</li> </ul>	<p>The land zoned E3 is proposed to be used as the main north-south access road into the site and a small section of the parking associated with the Big W and residual lot warehouse buildings.</p> <p>As outlined in <b>Section 8.2</b> of EAR, the use of the E3 zoned land for the purposes of a car park associated with the warehouse buildings is considered acceptable for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The majority of the small portion of land zoned E3 Environmental Management will be used for an access road which is permissible in the zone, the partial use of this zone for parking will not generate any different environmental effects compared to that of the road;</li> <li>▪ The proposed use is not inconsistent with the objectives of the E3 zone as it does not prevent the regeneration of the bushland or generate any adverse flooding impacts on the Hinchinbrook Creek Corridor;</li> <li>▪ Further, the use of the land for parking purposes will not have any impact on the recreational enjoyment of the riparian corridor.</li> </ul>	Y

Part	Controls	Proposed Development	Compliance
	<p><b>Zone RE1 Public Recreation</b></p> <p><b>Zone Objectives</b></p> <ul style="list-style-type: none"> <li>To enable land to be used for public open space or recreational purposes.</li> <li>To provide a range of recreational settings and activities and compatible land uses.</li> <li>To protect and enhance the natural environment for recreational purposes.</li> <li>To provide sufficient and equitable distribution of public open space to meet the needs of residents.</li> <li>To ensure the suitable preservation and maintenance of environmentally significant or environmentally sensitive land</li> </ul> <p><b>Relevant uses permitted (without consent):</b></p> <ul style="list-style-type: none"> <li>Environmental protection works</li> </ul> <p><b>Relevant permitted uses (with consent):</b></p> <ul style="list-style-type: none"> <li>Building identification signs</li> <li>Business identification signs</li> <li>Drainage</li> <li>Earthworks</li> <li>Environmental facilities</li> <li>Flood mitigation works</li> <li>Places of public worship</li> <li>Recreation areas</li> </ul> <p><b>Relevant prohibited uses</b></p> <ul style="list-style-type: none"> <li>Warehouse and distributions centres</li> </ul>	<p>The drainage works are permissible with consent within the RE1 Public Recreation zone.</p>	Y
	<p><b>Zone SP2 Infrastructure</b></p> <p><b>Zone Objectives</b></p> <ul style="list-style-type: none"> <li>To provide for infrastructure and related uses.</li> <li>To prevent development that is not compatible with or that may detract from the provision of infrastructure.</li> <li>To reserve land for the provision of infrastructure.</li> </ul> <p><b>Relevant uses permitted (with consent)</b></p> <ul style="list-style-type: none"> <li>The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose;</li> <li>Drainage</li> <li>Environmental protection works</li> <li>Roads</li> </ul>	<p>Drainage works are permissible with consent within the SP2 Infrastructure zone.</p>	Y

Part	Controls	Proposed Development	Compliance
Clause 2.6 (Subdivision – consent requirements)	Land to which this Plan applies may be subdivided, but only with consent.	It is proposed to subdivide the site so as to reflect the eventual ownership of the site. As shown on the subdivision plans at <b>Appendix K</b> the site will be subdivided into the following lots: <ul style="list-style-type: none"> <li>Lot 4051 – Dick Smith Warehouse and Distribution Facility (10.62ha)</li> <li>Lot 4052 – BIG W Warehouse and Distribution Facility (19.97ha)</li> <li>Lot 4053 – Southern Detention Basin (9,837m<sup>2</sup>)</li> <li>Lot 4054 – Mirvac Residual Lot (4.921ha)</li> <li>Lot 4055 – Hinchinbrook Riparian Corridor (to be dedicated to Council).</li> </ul>	Y
Clause 4.1 (Minimum subdivision lot size)	<ul style="list-style-type: none"> <li>This clause applies to a subdivision of any land shown on the Lot Size Map that requires development consent and that is carried out after the commencement of this Plan.</li> <li>The size of any lot resulting from a subdivision of land is not to be less than 2000m<sup>2</sup>.</li> </ul>	As outlined above, all of the proposed lots are larger than 2,000m <sup>2</sup>	Y

Part	Controls	Proposed Development	Compliance
Clause 4.3 (Height of buildings)	<p>The height of buildings on the subject site not to exceed:</p> <ul style="list-style-type: none"> <li>30m over eastern portion of the sites zoned IN1</li> <li>15m over western portion of the site zoned IN1 and over the IN2-zoned portion of the site.</li> </ul>	<p>The proposed maximum height of the Big W warehouse building is 13.7m.</p> <p>The proposed height of the Stage 1 of the Dick Smith warehouse building is 13.7 metres.</p> <p>The Stage 2 component of the Dick Smith Warehouse facility will rise to a height of 37m. As shown in <b>Section 8.2</b> of the EAR, the Stage 2 component is located predominantly in the 30m height zone, with a minor portion in the 15m height zone. It therefore involves a variation between 7 and 22 metres.</p> <p>The proposed height variation is considered acceptable in this instance for the following reasons:</p> <ul style="list-style-type: none"> <li>The proposed highbay does not generate any adverse environmental impacts on any residential property due to the significant separation between the two land uses;</li> <li>The visual impact has been found to be acceptable;</li> <li>The proposed highbay is similar in height to the Blum building which is being constructed on Lot 401 of the industrial estate which rises in height to 30m and is located wholly within the 15m height zone;</li> <li>The proposed building will appear similar to other warehouse developments adjacent to the M7 corridor; and</li> <li>The proposed development remains consistent with the objectives of the maximum height control in that it will be of a high quality built form, will not result in an adverse reduction of sunlight to any building or public space and provide an appropriate height transition within the Len Waters Estate.</li> </ul> <p>The proposed heights of the two Residual lot warehouse buildings will not exceed 12.4m</p>	N
Clause 4.4 (Floor space ratio)	An FSR of 0.75:1 applies only to southern portion of the site.	<p>It is noted that this control only applies to a small proportion of the residual lot. The FSR does not apply to the land on which the proposed Big W and Dick Smith warehouse buildings are proposed.</p> <p>The site area of the Mirvac Residual Lot is 49,210m<sup>2</sup>. The GFA of Building 1 and 2 proposed on the Mirvac Residual lot is 8,335m<sup>2</sup> and 14,100m<sup>2</sup>, respectively (total 22,435m<sup>2</sup>). Therefore, the FSR of the Mirvac Residual Lot is 0.46:1 and complies with the max FSR control of 0.75:1.</p>	Y

Part	Controls	Proposed Development	Compliance
Clause 5.1 (Relevant acquisition authority)	Council is the relevant acquisition authority for land zoned RE1 on the subject site.	The land zoned RE1 Public Recreation will be dedicated to Council in accordance with the VPA.	Y
Clause 5.1A (Development of land intended to be acquired for a public purpose)	Development must not be granted for land zoned RE1 on the subject site apart from development for the following purposes: <ul style="list-style-type: none"> <li>Earthworks</li> <li>Recreation areas</li> </ul>	The proposed development involves upgrade works to the existing drainage inlets – no other works are proposed in the RE1 zone.	Y
Clause 7.6 (Environmentally significant land)	Before determining an application to carry out development on environmentally significant land, the consent authority must consider such of the following as are relevant <ol style="list-style-type: none"> <li>the condition and significance of the vegetation on the land and whether it should be substantially retained in that location,</li> <li>the importance of the vegetation in that particular location to native fauna,</li> <li>the sensitivity of the land and the effect of clearing vegetation,</li> <li>the relative stability of the bed and banks of any waterbody that may be affected by the development, whether on the site, upstream or downstream,</li> <li>the effect of the development on water quality, stream flow and the functions of aquatic ecosystems (such as habitat and connectivity),</li> <li>the effect of the development on public access to, and use of, any waterbody and its foreshores.</li> </ol>	Refer to Flora and Fauna Report at <b>Appendix C</b> once finalised a Flood Study will be submitted to the Department of Planning and other relevant agencies. Initial flooding advice is provided at <b>Appendix G</b> .	Y

Table 5 – Liverpool Development Control Plan 2008 (DCP 2008)

Part	Controls	Proposed Development	Compliance
<b>Part 1.2 Additional Controls for all Development</b>			
Section 2.2 Car Parking Provision and Service Facilities by Land Use	<b>Warehouses</b> <b>Parking</b> <ul style="list-style-type: none"> <li>1 space per 35sqm of office leasable floor area (LFA)</li> <li>1 space 75sqm factory/warehouse LFA or 1 space per 2 employees, whichever is the greater</li> <li>Where it can be shown that employee numbers will be significantly less than the required parking provision, some of the car spaces may be set aside as unformed parking.</li> </ul>	The rate of parking provision has been assessed by the traffic consultant in accordance with the RTA guidelines (refer to <b>Appendix S</b> ) and has found to be appropriate for the proposed use.	N
	<b>Service and Loading</b> <ul style="list-style-type: none"> <li>Development of LFA &gt;1,000sqm require occasional access for an articulated vehicle.</li> </ul>	All roads and driveways will provide access for articulated vehicles.	Y
	<b>Landscaping within car parking areas</b> <ul style="list-style-type: none"> <li>An outdoor car park with 20 or more car parking spaces must include at least 1 tree per 10 car parking spaces.</li> </ul>	All outdoor parking areas will be adjacent to landscaped areas, and/or include trees between car spaces. The development as a whole will provide in excess of the number of trees required by this provision.	Y
Section 8.2 Outdoor Advertising without Consent (Outdoor Advertising and Signage)	<b>Industrial zones</b> <ul style="list-style-type: none"> <li>One pole or pylon sign (including director board for multiple occupancies) not exceeding 5m<sup>2</sup> in area and 5m in height from ground level for each development. Such a sign is to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirement.</li> </ul>	The Dick Smith and Big W warehouse buildings will each have two totem signs adjacent to the ingress/egress points of each site. The dimensions of the signs are 3m x 1.2m.	Y
Section 8.4 Signage Controls in Zones (Outdoor Advertising and Signage)	<b>Industrial Zones</b> <ul style="list-style-type: none"> <li>Pole or pylon sign for building or site (including directory board for multiple occupancies) is limited to a single structure at the entry to the site from a public road, along the road frontage.</li> <li>Pole or pylon sign not exceeding 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirements.</li> <li>For multiple occupancy development, one company identification sign not exceeding 2 x 0.6m is permitted at the entrance to each occupied unit. Such signs are to be of a uniform shape, size and general presentation.</li> </ul>	The Dick Smith and Big W warehouse developments will each have one tower sign, of dimensions 7m x 3m, located along the primary north-south street frontage. The Big W tower sign will be located within 1m from the southern entrance to the warehouse site. The Dick Smith tower sign will be strategically located along the east-west street frontage to indicate the entrance to the Dick Smith warehouse. There are no specific controls relating to tower signs within the Liverpool DCP.	Y
Section 8.7 Design Criteria (Outdoor Advertising and Signage)	<b>Pole or pylon sign</b> <ul style="list-style-type: none"> <li>Unless otherwise states in this DCP, not to project more than 7m from ground level. A minimum of clearance of 2.6m from ground level to the underside of the site.</li> </ul>	The tower signs for both the Big W and Dick Smith warehouse developments will not project more than 7m from ground level. There are no specific controls relating to tower signs within the Liverpool DCP.	Y

Part	Controls	Proposed Development	Compliance
	<b>Projecting Wall Sign</b> <ul style="list-style-type: none"> <li>Not to project above the top of the wall to which it is attached.</li> <li>Not to project more than 1.2m from the wall to which it is attached.</li> <li>A minimum clearance of 2.6m from the ground level to the underside of the sign.</li> <li>A minimum of 0.6m clearance inside the kerb.</li> </ul>	The wall signs will be framed 200mm thick with letters projecting 150mm further. The brackets of the signs will project another 200-250mm from the walls, resulting in a total projection of 600mm. The wall signs will not project above the walls to which they will be attached and will be greater than 2.6m above the ground level.	Y
<b>Part 2.9 – Land Subdivision in Former Hoxton Park Airport Site</b>			
Section 2.1 (Street Network)	<b>Link Roads</b> <ul style="list-style-type: none"> <li>The major road links (outlined in Figure 2 –Street Network) of Part 2.9 shall be provided in accordance with a Voluntary Planning Agreement</li> </ul>	The major road links will be provided in accordance with the VPA.  The building footprints within the proposed development are greater than those envisaged in the DCP, and therefore the entire road layout within Figure 2 is no longer necessary – Refer to <b>Section 8.6</b> .  Notwithstanding this, the key north-south and east-west road links will be provided in accordance with Figure 2 of the DCP. The proposed layout has been found to be acceptable by the traffic consultant (see <b>Appendix S</b> )	N
	<b>Local Street Network</b> <ul style="list-style-type: none"> <li>Subdivision plans are required to comply with the fixed roads identified in Figure 2 – Street Network of Part 2.9</li> <li>All intersections are to be design in accordance with RTA Austroads standards.</li> <li>Streets planned to accommodate bus routes are to have a minimum carriageway width of 7m.</li> <li>Footpaths to be provided on both sides of the streets.</li> <li>Barrier kerbs are to be used: <ul style="list-style-type: none"> <li>On all streets within the town centre.</li> <li>On any street frontage to open space.</li> <li>At all intersections (between the potential driveway location on one frontage to the potential driveway location on the alternative street frontage). Driveways are not to be located within 6m of the tangent point of any intersection.</li> <li>Barrier kerb shall be installed for the entire length of bus zones and for 10m on the approach of the bus stop.</li> </ul> </li> <li>Roll kerbs may be uses at all other location.</li> </ul>	The building footprints within the proposed development are greater than those envisaged in the DCP, and therefore the subdivision plans is not fully compliant with the road network in Figure 2. The subdivision plans comply with the fixed north-south and east-west road links.  All intersections will comply with RTA Australian Standards, the roadways will have a minimum carriageway width of 7m and barrier kerbs are proposed where required.  As the proposal relates to the industrial part of the site, footpaths are only provided on one side of the street. This is considered to be sufficient given that they are unlikely to be highly pedestrianised. This departure has also been found to be acceptable by the traffic consultant ( <b>Appendix S</b> ).	N  Y  N

Part	Controls	Proposed Development	Compliance
	<b>Street Types</b> Asset Protection Road (20m) – This road is situated between the proposed urban areas and adjoining conservation areas and will have a road reserve of 15m for carriageway and road verges and 5m to be provided as a dedicated cycleway.	Refer to the bushfire report at <b>Appendix E</b> . Bushfire protection has been incorporated into the proposed design. The road reservation is 20m wide, the cycleway (2.5m wide) is provided on the east-west road.	Y
Section 2.2 (Pedestrian and Cyclist Paths)	<ul style="list-style-type: none"> <li>▪ Cycle path to be provided adjacent to east-west collection road to be constructed on subject site.</li> <li>▪ Shared pedestrian/cycle paths to be a minimum of 2.5m wide</li> </ul>	A cycle path will be provided adjacent to the east-west collection road and be a width of 2.5 metres.	Y
Section 2.4 (Interpretation Strategy)	<ul style="list-style-type: none"> <li>▪ Provide interpretation signage within the developable land. This can be in the form of free standing signage, plaques, or signage within the industrial and retail buildings.</li> <li>▪ Interpretive signage should not be intrusive and be scratch and graffiti proof to ensure minimal ongoing maintenance.</li> <li>▪ The runway is one of the last remaining original features of Hoxton Park Airport. Its location is to be reflected via the proposed road pattern and highlighted by the street name, landscape treatments and signage.</li> <li>▪ Public open spaces, former aeroplane hideouts and taxiways shall be embellished with features such as sculptures, signage/plaques, play equipment and shade structures following an aeronautical and defence theme.</li> </ul>	A Heritage Interpretation Strategy has been prepared for the project. Refer to <b>Appendix W</b> . The following interpretative measures are proposed: <ul style="list-style-type: none"> <li>▪ Installation of interpretation signage which is easily distinguishable from directional signage;</li> <li>▪ Name the new roads aviation specific names; and</li> <li>▪ Symbolise the WWII use of the site through signage and other media.</li> </ul> Although the runway street is not included within the proposed development, the Heritage Interpretation Plan and Strategy found that to be acceptable as approximate location and angle of the runway is reflected by the main north-south access road and the former aerodrome will be interpreted by alternative measures.	Y
Section 2.7 (Bushfire Protection)	<ul style="list-style-type: none"> <li>▪ Incorporate an Asset Protection Zone (APZ) to the east of the residential, business and industrial precincts.</li> <li>▪ Provision of a 20m wide defensible space building setback from the eastern boundary of the residential, industrial and commercial zones.</li> <li>▪ A hydrant water supply shall be installed to the subdivision in accordance with the relevant Australian Standard.</li> <li>▪ Provide for a perimeter road with two way access which delineates the extent of the intended development.</li> <li>▪ APZ's are to be contained within the private land holding and not within land owned by, or to be dedicated to Council.</li> </ul>	The proposed setbacks are consistent with the APZ and defensible space setbacks. The setbacks are: <ul style="list-style-type: none"> <li>▪ 30 metres for the Transport Office;</li> <li>▪ 55 metres for the Dick Smith Office building;</li> <li>▪ 70-90 metres for the distribution buildings; and</li> <li>▪ 45 metres for the northern residual warehouse building.</li> </ul> A fire fighting water supply will be provided in accordance with the relevant Australian Standards. The proposed new access road will delineate the extent of the industrial development from the Hinchinbrook Creek area. The APZ will be contained on private land.	Y
Section 3.1 (Street Network)	<b>Link Roads</b> <ul style="list-style-type: none"> <li>▪ The major road links (outlined in Figure 2 –Street Network) of Part 2.9 shall be provided in accordance with a Voluntary Planning Agreement</li> </ul>	The major north-south and east-west link roads will be provided in accordance with Figure 2 of the DCP. A Voluntary Planning Agreement has been executed for the site.	Y

Part	Controls	Proposed Development	Compliance		
	<b>Street Types</b> <ul style="list-style-type: none"><li>A minimum 13m wide road carriageway for all streets.</li><li>All intersections to be designed in accordance with the RTA Austroads Road Design Guide.</li><li>Pedestrian footpaths with a minimum width of 1.2m to be provided on both sides of the road.</li><li>Street verges are to incorporate suitable levels of landscaping.</li></ul>	<p>The roads will have 13 metre carriageways.</p> <p>All intersections will be designed in accordance with the RTA Austroads Road Design Guide.</p> <p>All pedestrian footpaths will have a width of 1.5m and will be provided on one side of the road and street verges will incorporate suitable levels of landscaping.</p>	Y		
Section 3.2 (Streetscape and Street Trees)	<b>Street Tree Planting</b> <ul style="list-style-type: none"><li>One street tree shall be planted for every 20m of street frontage.</li></ul>	Street tree planting will be proposed at 20m intervals along the street frontages.	Y		
Part 7 – Development in Industrial Areas					
Section 2 (Site Area)	Minimum site area of an allotment 2,000sqm	All of the proposed allotments are in excess of 2,000m².	Y		
Section 4 (Setbacks)	<b>Street frontage setback</b>		Y		
	Street	Primary Setback (Ground Floor)		Primary Setback (First Floor)	Secondary Setback
	Classified Roads	18m		15m	15m
	Future Link Road across Hinchinbrook Creek to former Hoxton Park Airport	15m		12.5m	5m
	All other street frontages	10m		7.5m	3m
	Setbacks for land at Cowpasture Road (adjacent to future link road across Hinchinbrook Creek to former Hoxton Park Airport) – all buildings to be set back 5m from the rear and side boundary (where this is not adjacent to the future link road).				
		<p>The main Dick Smith warehouse building will be setback 60 metres from the north-south access road and 15.7-17 metres from the cul-de-sac along the western boundary of the site. The Maintenance Bay and Transport Office building is set back 10 metres from the new access road.</p> <p>The majority of the Big W warehouse building is setback 40 metres from the proposed north-south access road. No element of the building encroaches on the 10m setback required from the proposed north-south access road.</p> <p>With the car parks, landscaped setbacks and dock areas, neither of the proposed Mirvac warehouse buildings will encroach on the 10 metre setback from the north-south access road. The southern of the two warehouse buildings is setback 18 metres from Cowpasture Road.</p>			

Part	Controls	Proposed Development	Compliance
Section 5 (Landscaped Area)	<ul style="list-style-type: none"> <li>Development on sites with an allotment area of 4,000sqm or more must provide a 10m-wide landscaped area along the primary and secondary frontages of the allotment.</li> <li>Land which is at Cowpasture Road (adjacent to future link road across Hinchinbrook Creek to former Hoxton Park Airport) shall be landscaped in the setback 5m from the rear and side boundary (where this is not adjacent to the future link road).</li> </ul>	<p>The Big W and Dick Smith warehouse developments include a 10m wide landscaped area setback along the north-south and east-west frontages.</p> <p>The landscaped setbacks for the Mirvac Residual lot will be 7m along the site's southern boundary and the north-south access road. The setback from the southern boundary is acceptable as the distance from the southern boundary and Cowpasture Road exceeds 3m.</p> <p>The 7m landscaped setback from the north-south access road is acceptable due to the landscaping to be provided within the car parking areas between the landscaped setback and the proposed buildings.</p>	N
Section 6 (Building Design, Streetscape and Layout)	<b>Materials and Colours</b> <ul style="list-style-type: none"> <li>Glazing shall not exceed reflectivity of 20%.</li> </ul>	All glazing will have a reflectivity co-efficient of 20% or less.	Y
	<b>Service Areas</b> <ul style="list-style-type: none"> <li>Service areas include waste, recycling areas, and external storage areas are to be located away from principal frontages and screened from view.</li> </ul>	The waste and recycling areas have been located away from the principal frontages and will be screened from view.	Y
Section 7 (Landscaping and Fencing)	<b>Trees</b> <ul style="list-style-type: none"> <li>Trees must be planted in the landscape area at a minimum of 1 tree per 30sqm of the landscape area.</li> </ul>	Due to the proposed mass planting areas the proposal will satisfy this control.	Y
	<b>Fences at Front Boundary</b> <ul style="list-style-type: none"> <li>Solid front fences must have a maximum height of 1.2m</li> <li>Front fences in excess of 1.2m shall consist of the following: <ul style="list-style-type: none"> <li>Maximum height of 2m</li> <li>Transparent</li> <li>Dark Colour</li> </ul> </li> </ul>	The fence will be 1.8m chain wire fence.	Y
Section 8 (Car Parking and Access)	<ul style="list-style-type: none"> <li><b>The layout of driveways to loading docks must enable heavy vehicles to:</b> <ul style="list-style-type: none"> <li>Enter and exit in a forward direction.</li> <li>Park within designated loading areas.</li> <li>When possible loading docks are to be located in areas that are not exposed to public streets and are generally separate from and do not interfere with car parking areas.</li> </ul> </li> <li>Provide a 2.5m wide landscape bay between every 6-8 car spaces.</li> </ul>	<p>The proposed driveways enable heavy vehicles to enter and exit in a forward direction. The designs of the warehouse buildings include designated loading and parking areas for trucks. The loading docks do not interfere with the car parking areas.</p> <p>Loading and despatch areas will be exposed to the new access road, however, this enables the loading areas to be separate from the car parking areas and will not be readily visible from any residential dwelling due to separation distances and vegetation within Hinchinbrook Creek.</p> <p>Landscaping is provided as a central spine between parking spaces.</p>	Y

Part	Controls	Proposed Development	Compliance
Section 9 (Amenity and Environmental Impacts)	<b>External Industrial Activities</b> <ul style="list-style-type: none"> <li>External process in an industrial area and storage of materials will not be permitted along a Classified Road frontage or a road frontage opposite a residential area.</li> <li>Storage and processing of motor vehicles, concrete, soil, glass and other similar components or materials shall be totally screened by fencing and dense landscaping.</li> <li>The maximum height of a stockpile for the recycling of motor vehicles, concrete, soil, glass and other similar components or materials shall be 6m.</li> </ul>	The industrial development does not involve the external processing or storage of materials or components.	Y
	<b>Hours of operation</b> Development which would have an adverse impact on adjoining or nearby residential areas will be limited to 7am to 6pm Monday to Friday and 7am to 12m on Saturday and no work to be undertaken on Sundays.	The proposed hours of operation within the Dick Smith and Big W warehouse buildings are 24 hours, 7 days a week. This is similar to the operation of other developments in the Liverpool LGA, including the Aldi Warehouse and Distribution Centre (P05_0142) Mitigative measures have been proposed to ensure the development will not have an adverse impact on adjoining or nearby residential areas in terms of acoustic impacts, the proposed hours of operation area considered acceptable.	Y
Section 10 Site Services	<b>Waste management</b> Owners are to provide their own waste management services. These facilities will vary depending on the needs of the site. Any waste management equipment must not be visible from the street. Waste bins must be provided in a designated area that is easily and accessible for works.	Waste Management Plans have been prepared, see <b>Appendices N &amp; Q</b> . The Waste Management Plans identify the waste management services, including the collections, location of equipment and bins. The waste bins, compactors and balers will be provided in easily accessible locations.	Y