



Control	Compliance (Y/N)	Comment
2. Precinct Planning Outcomes		
2.1 Mamre Road Precinct Structure Plan		
1) Development applications are to be generally consistent with the Precinct Structure Plan (Figure 2), the water cycle management strategy and local road network strategy.	Y	The proposed development is consistent with the general arrangement of the Structure Plan as it: <ul style="list-style-type: none"><li>• Supports an industrial land use in accordance with the Plan.</li><li>• Recognises environmental conservation in the north-east corner of the site in accordance with the Plan.</li><li>• Recognises and makes provision for a potential future road access for adjoining land to the east and north of the site.</li><li>• Includes a water cycle management strategy that will enable the development to meet the DCP targets</li></ul>
2) The consent authority will consider the extent to which the proposed development is consistent with the Structure Plan, including cumulative and precedent implications on existing and planned infrastructure, and services and amenities provision.		The proposal remains consistent with the Precinct Vision for the following reasons: <ul style="list-style-type: none"><li>• It proposes a land use (warehousing) on large, consolidated lots to support the extension of the Western Sydney Employment Area;</li><li>• It does not directly interface with existing educational or rural-residential land so and thus does not generate any adverse environmental impacts to these more sensitive receivers;</li><li>• The specialist technical studies that support the development have considered cumulative impacts and staging of development with regard to potential interim and long-term environmental impacts; and</li><li>• The proposed development is generally consistent with the Objectives and controls of the MRP DCP and Structure Plan and is not considered to create any significant cumulative or precedent implications for existing and planned infrastructure, and services and amenities provision.</li></ul>
3) Proposed variations to the general arrangement of the Structure Plan must be consistent with the Precinct Vision, to the satisfaction of the consent authority.		Noted. The proposed development is generally consistent with the Structure Plan with respect to land use, site layout and connectivity and infrastructure provision.
2.2 Biodiversity		
2.2.2 Biodiversity Certification		
1) Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.	Y	No development will occur in the northeast corner of the site on land the zoned RE2 Public Recreation and E2 Environmental Conservation with the exception of an access track to provide for maintenance of this area.
2) Development applications for land that has the potential to impact biodiversity prior to the approval of the CPCP are to be accompanied by a Biodiversity Development Assessment Report.	Y	A Biodiversity Development Assessment Report (BDAR) has been prepared and was appended to the EIS. The only significant areas of native vegetation on the

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3) Where development is proposed to impact on an area of native vegetation, it shall be demonstrated that no reasonable alternative is available and suitable ameliorative measures are proposed (e.g., weed management, rehabilitation, nest boxes).	Y	site are located in the land zoned RE2 and E2. These areas are not proposed to be developed.  The BDAR has been revised to accommodate revisions to the proposed development and is at <b>Appendix L</b> to this submission.
4) A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.	Y	A Weed Eradication Management Plan has been included in the Construction Environmental Management Plan (refer <b>Appendix I</b> ).
<b>2.2.3 Biodiversity Conservation and Management</b>		
<i>Environmental Conservation and Recreation Zones – Blue-Green Network</i>		
1) Minimise clearing of native vegetation within the blue-green network, which comprises land zoned E2 Environmental Conservation, RE1 Public Recreation, RE2 Private Recreation and riparian corridors. Note: Clause 2.43 of I&E SEPP also applies.	Y	No clearing of native vegetation is proposed where land is zoned RE2 Public Recreation and E2 Environmental Conservation with the exception of one tree located in the batter of the proposed access track for maintenance of this area.
2) No clearing of native vegetation shall occur within the Precinct on land zoned Environmental Conservation (E2), Public Recreation (RE1), and Private Recreation (RE2) without having regard to the Biodiversity Conservation Act 2016.	Y	The batter will be vegetated following construction. The removal of the tree has been considered as part of the BDAR ( <b>Appendix L</b> ).
3) A Vegetation Management Plan (VMP) for the rehabilitation and conservation of native vegetation is to be prepared by a suitably qualified expert for land within the blue-green network.	Y	Refer to the Vegetation Management Plan which is included in the CEMP at <b>Appendix I</b> .
4) A Threatened Species Assessment is to be undertaken for development applications on land within 500m of an E2 Environmental Conservation zone to determine the presence of threatened species or their habitat. Building setbacks for grey-headed flying fox and raptors are required, if present on or adjacent to the development site, are outlined in Table 3.	Y	Addressed in the BDAR ( <b>Appendix L</b> ). Pteropus poliocephalus (Grey-headed Flying-fox) was not identified within the development site during survey. The proposed action will impact 2.8 ha of native vegetation, some of which comprises suitable foraging habitat for this species. No camps were identified within the development site, the nearest Grey-headed Flying-fox camp is located approximately 11 km east of the development site at Wetherill Park and has a count of 500-2,499 individuals. No camps will be affected by the proposed action. No raptor nests were identified during surveys.  The CEMP ( <b>Appendix I</b> ) also requires that a site inspection be completed prior to any clearing or demolition.
5) Bushfire Asset Protection Zones (APZs), stormwater detention basins, and roads are to be located wholly within land zoned IN1 General Industrial and avoid the blue-green network.	Y	All APZs, roads and stormwater detention basins are located wholly within the IN1 zone Earthworks associated with a maintenance track into the riparian corridor is partially located within the RE2 zone. This track is required for access to the area and for land management and maintenance.
<i>General Biodiversity Management</i>		
6) Avoid impacts on habitat features which provide essential habitat for threatened species and other fauna including large trees including dead trees at (>50cm trunk diameter at breast height) and avoid impacts to soil within the dripline of the retained trees.	Y	The accompanying BDAR (refer <b>Appendix L</b> ) details that there are no habitat features on land proposed for development that present significance to threatened species.
7) Any mature native tree removed is to be replaced by at least 2 trees selected from the Plant List (Appendix C) which would develop to a similar size at maturity	Y	Refer to the Landscape Report at <b>Appendix F</b> .

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<p>8) Mitigation for threatened ecological communities is to be undertaken in accordance with:</p> <ul style="list-style-type: none"> <li>• <i>Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC; and,</i></li> <li>• <i>Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).</i></li> </ul>	Y	Addressed in the Flora and Fauna Management Plan that forms part of the CEMP ( <b>Appendix I</b> ).
<p>9) Where practical, prior to development commencing, applicants are to:</p> <ul style="list-style-type: none"> <li>• <i>Provide for the appropriate re-use of native plants (including but not limited to seed collection) on site and re-use of topsoil that contains known or potential native seed bank;</i></li> <li>• <i>Undertake a pre-clearance assessment for native fauna immediately prior to native vegetation clearing to ensure arboreal mammals, roosting and hollow-using birds, bats and reptiles found to be present are prevented from accessing vegetation to be cleared, and appropriately removed prior to clearing; and</i></li> <li>• <i>Native animals are to be relocated from development sites in accordance with the former Office of Environment and Heritage's Policy on the Translocation of Threatened Fauna in NSW.</i></li> </ul>	Capable of compliance	Addressed in the Vegetation Management Plan which forms part of the CEMP ( <b>Appendix I</b> ). Site inspections will be completed prior to any clearing or demolition.
<p>10) WONS and weeds on the National Environmental Alert List under the National Weeds Strategy are to be managed and eradicated (refer to NSW Weed Wise for current weed identification and management approaches).</p>	Y	A Vegetation Management Plan and Weed Eradication and Management Plan are included in the CEMP ( <b>Appendix I</b> ).
<p>11) Subdivision design and bulk earthworks are to consider the need to minimise weed dispersion during and after construction and promote weed eradication. A Weed Eradication and Management Plan is to be submitted with subdivision development applications.</p>		
<p>12) Pest control techniques implemented during and post construction are to be in accordance with regulatory requirements for chemical use and address the relevant pest control strategy and are to reduce the risk of secondary poisoning (e.g. from Pindone or second generation rodenticides).</p>	Y	A Vegetation Management Plan and Weed Eradication and Management Plan are included in the CEMP ( <b>Appendix I</b> ).
<p>13) Vegetation to which Part 3 of State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 applies is the same vegetation that must not be ringbarked, cut down, lopped, topped, removed, injured, wilfully destroyed or cleared without a development consent or permit granted by Council.</p>	Noted	
<p>14) Where high intensity lighting is necessary for site operation, safety and security, it is to be designed to avoid light spill into adjoining natural areas. Australian Standard AS 4282 or updates to that standard are to be considered as a minimum.</p>	Y	Lighting will be designed and located to respect surrounding fauna and meet all relevant Australian Standards. Relevant lighting for each future DA on the site will be subject to assessment against light spill. Refer to the Vegetation Management Plan which forms part of the CEMP ( <b>Appendix I</b> ).
<p>15) Where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies, street lighting must be of the type that will not attract insects.</p>		Microbats were not found on the site during surveys. – habitat supporting (houses) will be demolished (after checking for microbats).
<p>16) Where noise adjacent to natural areas is likely to impact wildlife, the proponent must manage the timing of noise producing activities, including installing appropriate noise treatment barriers along major roads and other attenuation measures.</p>		Boundary fencing adjacent to roads and at the top of retaining walls will mitigate vehicle strike risk.

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17) Ensure appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.		Construction fencing to separate riparian area from construction area will mitigate risk of vehicle strike during construction.
18) Traffic calming measures shall be considered in all development areas adjacent to Environmental Conservation and Recreation zoned lands not subject to wildlife (including koala) exclusion fencing, such as speed humps, audible surfacing and faunal bridges.	Y	Roads R05 and R02 will adjoin the RE2 zoned land in the north-east corner of the site. These roads are above the flood prone RE2 zoned land through the use of retaining walls. The top of these walls will be fenced for safety reasons, which in conjunction with the level different will restricts movement from the RE2 zoned land to the Open Space Edge Road R05 and R02. Further traffic calming measures are not warranted. Refer to the Fencing Plan in the Architectural Plans ( <b>Appendix C</b> ).
19) Ensure movement of fauna is facilitated within and through wildlife corridors by: <ul style="list-style-type: none"> <li>Ensuring that activities do not create barriers to the movement of fauna along and within wildlife corridors;</li> <li>Separating fauna from potential construction hazards through the pre-construction and construction process.</li> </ul>	Y	<p>The proposed development will maintain a contiguous riparian corridor along the Ropes Creek tributary in the northeast section of the site.</p> <p>The construction site will be fenced during construction – with the fencing being on the development side of the Ropes Creek riparian area during construction phases. Construction fences may require to be temporarily modified or removed to facilitate adjacent works and will be promptly reinstated.</p> <p>No additional fences are proposed across riparian corridor land. There is currently no boundary fence in the riparian corridor on the northern boundary.</p>
20) Adopt and implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).	N/A	There are no known populations of Cumberland Plain Land Snail within or adjacent to the site. Refer BDAR ( <b>Appendix L</b> ).
<b>2.3 Riparian Land</b>		
1) Within a mapped riparian corridor (field-validated), as identified in Figure 2, existing native vegetation is to be retained, rehabilitated and managed in accordance with the controls below, except where clearing is required for essential infrastructure e.g., roads.	Y	The vegetation within the riparian corridor will be maintained, rehabilitated and managed by way of the on-going Vegetation Management Plan that forms part of the CEMP (refer <b>Appendix I</b> ). There is a loss of some vegetation under the basin bund. This area includes offsets where the retaining wall supporting Road R05 encroaches on the 10m VRZ.
2) Modifications to a natural (or historic) waterbody and waterfront land requires the approval of Natural Resources and Assessment Regulator (NRAR), including the enhancement of the ecological outcomes of the watercourse, hydrological benefits and ensure the long-term geomorphic stability of the watercourse.	Y	The development is SSD, therefore NRAR approval is not required, notwithstanding that the EIS addresses these issues. The proposed development will retain existing waterbodies in the RE2 and E2 zoned areas of the site.
3) Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian area and habitat, such as fallen debris.	N/A	The site does not include any Strahler Order 2 or higher streams.
4) Where a development is associated with or will affect a waterway of Strahler Order 2 or higher, rehabilitation shall return that waterway to a natural state.		
5) Waterway crossings such as bridges are to be maintained to retain ecological connectivity and		

Control	Compliance (Y/N)	Comment
<i>water quality</i>		
6) Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian area and species movements in accordance with NSW Department of Primary Industries - Fisheries requirements to maintain fish passage.		
7) Where development is unavoidable within riparian areas or waterfront lands, the development application shall demonstrate that potential impacts on water quality, aquatic habitat, and riparian vegetation will be negligible or offset in accordance with the vegetated riparian zone and offsetting requirements as specified NRAR Guidelines for Controlled activities on waterfront land - riparian corridors (May 2018).	Y	The vegetation within the riparian corridor will be maintained, rehabilitated and managed by way of the on-going Vegetation Management Plan that forms part of the CEMP (refer <b>Appendix I</b> ). There is a loss of some vegetation under the basin bund. This area includes offsets where the retaining wall supporting Road R05 encroaches on the 10m VRZ.
8) All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.	Y	Refer to the Vegetation management Plan that forms part of the CEMP ( <b>Appendix I</b> )
9) The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).	Y	Refer to the Vegetation management Plan that forms part of the CEMP ( <b>Appendix I</b> )
10) Riparian areas along Kemps Creek and Ropes Creek shall retain proteaceae shrubs providing habitat and connectivity for the Eastern Pygmy Possum <i>Cercartetus nanus</i> .	N/A	No Proteaceae were recorded in any plots undertaken by the proponent's ecologist (refer to the BDAR ( <b>Appendix L</b> )).
11) Activities within the vegetated riparian zone, such as cycleways and paths, detention basins, stormwater management devices and essential services, must comply with the 'riparian corridor matrix' in the NRAR Guidelines.	Y	All activities proposed within the riparian zone are consistent with NRAR guidelines. Footpaths, cycle paths are not proposed within the riparian zone.
12) The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines.	N/A	
13) Private and public fencing should avoid intersecting across riparian corridors.	Y	There is no fencing proposed across the riparian corridor.
14) Bushfire asset protection zones should be located outside the vegetated riparian zones.	Y	All APZs are located outside vegetated riparian zones. Refer to the Architectural Plans ( <b>Appendix C</b> ).
15) Appropriate widths for vegetated riparian zones are dependent on the stream order in accordance with the Strahler methodology. Stream width shall be measured either in accordance with the 'Waterfront Land Tool' as developed by the NRAR, or from the top of the highest bank on both sides of the channel/watercourse. Enhancement of riparian corridors should: <ul style="list-style-type: none"> <li>Respond to the hydrological regime of the drainage area for watercourse treatments;</li> <li>Replicate the natural watercourse through creation of a meandering channel;</li> <li>Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings;</li> <li>Minimise ongoing maintenance through channel and stream bed design;</li> <li>Establish functional riparian zones and natural stream channels;</li> <li>Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions;</li> </ul>	Y	Addressed in the Vegetation Management Plan that forms part of the CEMP (refer <b>Appendix I</b> ).

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<ul style="list-style-type: none"> <li>Minimise damage to channel banks and vegetation from storm flow events; and</li> <li>Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.</li> </ul>		
16) Where a development proposal would significantly affect Key Fish Habitat and/or threatened fish, applicants must include an Aquatic Ecological Environmental Assessment in accordance with the Fisheries Management Act 1994.	N/A	The development does not involve impacts to Key Fish Habitat, does not involve harm to marine vegetation, dredging, reclamation or obstruction of fish passage. Refer to the BDAR ( <b>Appendix L</b> ).
17) Water holding structures (e.g., farm dams) more than 0.1ha in area or 3ML in volume within 3km of the approach boundary to Western Sydney Airport, are to be avoided unless appropriate wildlife strike assessment and design/maintenance controls are implemented, to ensure there is no attraction for water-favouring fowl.	N/A	
18) Dams proposed for retention must be subject to a geotechnical investigation to determine the safety of the structure with respect to surrounding land uses.	Y	Farm dams to be retained are located in or on the edge of the flood plain and below development, and not upstream of any development. A Geotechnical Report (Farm Dam Assessment) has been provided ( <b>Appendix O</b> ).
19) Where development immediately abuts a riparian corridor, development shall be located and designed to minimise environmental impact to the riparian corridor. Consideration must be given to issues such as surveillance, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat.	Y	Roads R05 and R02 and the Bio-retention basin in Lot D will adjoin the RE2 zoned land in the north-east corner of the site. These interfaces will provide for adequate surveillance, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat.
<b>2.4 Integrated Water Cycle Management</b>		
<b>Waterway health and Water Sensitive Urban Design</b>		
1) Development applications must demonstrate compliance with the stormwater quality targets in Table 4 and the stormwater flow targets during construction and operation phases in Table 5 and Table 6 at the lot or estate scale to ensure the NSW Government's waterway objectives (flow and water quality) for the Wianamatta-South Creek catchment are achieved (see Appendix D). Where the strategy for waterway management is assessed at an estate level, the approval should include for individual buildings within the estate, which may be the subject of future applications.	Y	Compliance with the waterway health targets for Stage 1 and the overall concept is demonstrated in the Civil Infrastructure Report by AT&L Engineers ( <b>Appendix E</b> ).
2) The stormwater flow targets during operation phase (Table 5) include criteria for a mean annual runoff volume (MARV) flow-related option and a flow duration-related option. Applicants must demonstrate compliance with either option.		
3) Development applications must include a Water Management Strategy (WMS) detailing the proposed Water Sensitive Urban Design (WSUD) approach, how the WMS complies with stormwater targets (i.e. MUSIC modelling), and how these measures will be implemented, including ongoing management and maintenance responsibilities. Conceptual designs of the stormwater drainage and WSUD system must be provided to illustrate the functional layout and levels of the WSUD systems to ensure the operation has been considered in site levels and layout.		



Control	Compliance (Y/N)	Comment
4) The design and mix of WSUD infrastructure shall consider ongoing operation and maintenance. Development applications must include a detailed lifecycle cost assessment (including capital, operation/maintenance, and renewal costs over 30 years) and Maintenance Plan for WSUD measures.		
5) WSUD infrastructure may be adopted at a range of scales (i.e. allotment, street, estate, or sub-precinct scale) to treat stormwater, integrate with the landscape and maximise evaporative losses to reduce development flow runoff. Vegetated WSUD measures, naturalised trunk drainage and rainwater/stormwater reuse are preferred. Acceptable WSUD measures to retain stormwater within the development footprint and subdivision are shown in Table 7.	<b>Noted</b>	
6) Development must not adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.	<b>Y</b>	Refer to the Salinity and Sodicity Report ( <b>Appendix H</b> )
7) Infiltration of collected stormwater is generally not supported due to anticipated soil conditions in the catchment. All WSUD systems must incorporate an impervious liner unless a detailed Salinity and Solidity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).	<b>Y</b>	The detailed salinity and sodicity report ( <b>Appendix H</b> ) found the majority of the site is classified as non-saline to slightly saline with only ten (10) samples identified as moderately saline and one (1) as very saline. The water management strategy for the site, as modelled in MUSIC has assumed all WSUD systems are lined and impervious, which is conservative.
8) Where development is not serviced by a recycled water scheme, at least 80% of its non-potable demand is to be supplied through allotment rainwater tanks.	<b>Y</b>	The site is capable of meeting compliance with Control 9 once Sydney Water implement their recycled water scheme within the Mamre Road Precinct. Until this occurs, on-site detention will be utilised to achieve non-potable water demands, as well as meet the waterway health objectives for the site.
9) Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: <ul style="list-style-type: none"> <li>• Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water;</li> <li>• Bring a purple pipe for recycled water to the boundary of the site, as required under Clause 2.39 of the I&amp;E SEPP. Not top up rainwater tanks with recycled water unless approved by Sydney Water; and</li> <li>• Design recycled water reticulation to standards required by the operator of the recycled water scheme.</li> </ul>		A purple pipe for recycled water will be installed - as shown in the Civil Infrastructure Report ( <b>Appendix E</b> ).
<b>Trunk Drainage Infrastructure</b>		
10) Indicative naturalised trunk drainage paths are shown in Figure 4.	<b>Noted</b>	
11) Naturalised trunk drainage paths are to be provided when the: <ul style="list-style-type: none"> <li>• Contributing catchment exceeds 15ha; or</li> <li>• 1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019;</li> </ul> unless otherwise agreed by the consent authority.	<b>N</b>	<p>The Project does not propose naturalised trunk drainage) but rather, it proposes pits and pipe trunk drainage.</p> <p>The post development catchments to Basin B is less than 39ha and Basin A is less than 27ha. The DCP road layout over this site means that the only way to implement naturalised trunk drainage is to run parallel stormwater assets along roads, with pipes picking up stormwater in road reserves and open channel alongside to carry other water. This is not considered to be an efficient of feasible outcome for the development given the required road layout in Figure 12 of the MRP DCP.</p>



Control	Compliance (Y/N)	Comment
		This issued is addressed in <b>Section 8</b> of the Response to Submissions Report.
12) The design and rehabilitation of naturalised trunk drainage paths is to be generally in accordance with NRAR requirements (refer to Section 2.3) that replicates natural Western Sydney streams. An example of a naturalised trunk drainage path is shown in Figure 3.	N/A	No Naturalised Trunk Drainage Proposed.
13) Naturalised trunk drainage paths shall be designed to: <ul style="list-style-type: none"> <li>Contain the 50% AEP flows from the critical duration event in a low flow natural invert;</li> <li>Convey 1% AEP flows from the critical duration event with a minimum 0.5m freeboard to applicable finished floor levels and road/driveway crossings; and</li> <li>Provide safe conveyance of flows up to the 1% AEP flood event.</li> </ul>	N/A	No Naturalised Trunk Drainage Proposed.
14) Where naturalised trunk drainage paths traverse development sites, they may be realigned to suit the development footprint, provided that they: <ul style="list-style-type: none"> <li>Comply with the performance requirements for flow conveyance and freeboard; o Are designed to integrate with the formed landscape and permit safe and effective access for maintenance;</li> <li>Do not have adverse flood impacts on neighbouring properties; and</li> <li>Enter and leave the development site at the existing points of flow entry and exit.</li> </ul>	N/A	No Naturalised Trunk Drainage Proposed.
15) Trunk drainage paths shall remain in private ownership with maintenance covenants placed over them to the satisfaction of Council (standard wording for positive covenants is available from Council). Easements will also be required to benefit upstream land.	Noted	The trunk drainage from the site to the west of Aldington Road has been provided through a pipe network located on private land.
16) Where pipes/culverts are implemented in lieu of naturalised trunk drainage paths, they must remain on private land and not burden public roads, unless otherwise accepted by Council.	Y	Site stormwater drainage is provided within the road reserve. The external catchment from the west of Aldington Road is piped within private land.
17) High vertical walls and steep batters shall be avoided. Batters shall be vegetated with a maximum batter slope 1V:4H. Where unavoidable, retaining walls shall not exceed 2.0m in cumulative height.	N/A	
18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.	Noted	
19) Subdivision and development are to consider the coordinated staging and delivery of naturalised trunk drainage infrastructure. Development consent will only be granted to land serviced by trunk drainage infrastructure where suitable arrangements are in place for the delivery of trunk infrastructure (to the satisfaction of the relevant Water Management Authority).	Y	The drainage network provides for the site and the upstream catchment which flows through the site and will not limit future development of the upstream sites. Refer to the Civil Infrastructure Report ( <b>Appendix E</b> ).
20) Stormwater drainage infrastructure, upstream of the trunk drainage, is to be constructed by the developer of the land considered for approval.	Noted	
21) All land identified by the Water Management Authority as performing a significant drainage function and where not specifically identified in the Contributions Plan, is to be covered by an appropriate "restriction to user" and created free of cost to the Water Management Authority.	Noted	

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<p>22) All proposed development submissions must clearly demonstrate via 2-dimensional flood modelling that:</p> <ul style="list-style-type: none"> <li>1) Overland flow paths are preserved and accommodated through the site;</li> <li>2) Runoff from upstream properties (post development flows) are accommodated in the trunk drainage system design;</li> <li>3) Any proposed change in site levels or drainage works are not to adversely impact and upstream or downstream, or cause a restriction to flows from upstream properties;</li> <li>4) There is no concentration of flows onto an adjoining property; and</li> <li>5) No flows have been diverted from their natural catchment to another.</li> </ul>	Y	<p>An overland flow report for the main waterway through the site in the north-east is provided via the Cardno FIA (provided as Appendix O of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021). The runoff from the minor external catchment (&lt;4ha) and internal catchments have been modelled in DRAINS in accordance with PCC standards and the extract is provided in <b>Appendix E</b>. A copy of the DRAINS model can be provided for review.</p> <p>The external catchment overland flow modelling is in the Civil Infrastructure Report (<b>Appendix E</b>).</p>
<b>2.5 Flood Prone Land</b>		
<p>1) A comprehensive Flood Impact Risk Assessment (FIRA) (prepared by a qualified hydrologist and hydraulic engineer) is to be submitted with development applications on land identified as fully or partially flood affected. The FIRA should utilise Council's existing data and data arising from the Wianamatta (South) Creek Catchment Flood Study to provide an understanding of existing flooding condition and developed conditions consistent with the requirements of the NSW Flood Prone Land Policy and Floodplain Development Manual. The FIRA shall determine:</p> <ul style="list-style-type: none"> <li>Flood behaviour for existing and developed scenarios for the full range of flooding including the 5% Annual Exceedance Probability (AEP), 1% AEP, 0.5% AEP, 0.2% AEP and Probable Maximum Flood (PMF);</li> <li>Flood Function (floodways, flood fringe and flood storage areas);</li> <li>Flood Hazard; and</li> <li>Flood constraints, including evacuation constraints (if applicable).</li> </ul>	Y	<p>A comprehensive Flood Impact Assessment accompanied the SSDA (provided as Appendix O of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021). The FIA addresses flood behaviours, functions, hazards and constraints in accordance with Control 1 of Section 2.3 of the MRP DCP. It is noted that the FIA has not used the data arising from the Wianamatta (South) Creek Catchment Flood Study as the study commence prior to this report being issued. The FIRA has been undertaken using a floodplain model assembled for the site and proposal. Cardno concludes from a comparison of the floodplain model assembled for the site and proposal with the Wianamatta (South) Creek Catchment Flood Study, the floodplain model used is an acceptable benchmark for assessment.</p>
<p>2) The FIRA shall adequately demonstrate to the satisfaction of the consent authority that:</p> <ul style="list-style-type: none"> <li>Development will not increase flood hazard, flood levels or risk to other properties;</li> <li>Development has incorporated measures to manage risk to life from flooding;</li> <li>For development located within the PMF, an Emergency Response Plan is in place;</li> <li>Structures, building materials and stormwater controls are structurally adequate to deal with PMF flow rates and velocities (including potential flood debris);</li> <li>Development siting and layout maintains personal safety during the full range of floods and is compatible with the flood constraints and potential risk;</li> <li>The impacts of sea level rise and climate change on flood behaviour has been considered;</li> <li>Development considers Construction of Buildings in Flood Hazard Areas and accompanying handbook developed by the Australian Building Codes Board (2012); and</li> <li>Fencing does not impede the flow of flood waters/overland flow paths.</li> </ul>	Y	<p>Refer to the FIA (provided as Appendix O of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021)</p>
<b>Flood Constraints</b>		
<p>3) New development in floodways, flood fringe and/or flood storages or in high hazard areas in the</p>	N	<p>The proposal departs from this control as a small area of Basin B (Lot D) and</p>

Control	Compliance (Y/N)	Comment
1% AEP flood event considering climate change is not permitted.		Road R05 intrudes into the 1% AEP flood extent. The total volume of flood storage lost through these earthworks in the 1% AEP event is 370m <sup>3</sup> . This minor non-compliance is addressed in <b>Section 8</b> of the RTS Report.
4) Development applications are to consider the depth and nature of flood waters, whether the area forms flood storage, the nature and risk posed to the development by flood waters, the velocity of floodwaters and the speed of inundation, and whether the development lies in an area classed as a 'floodway', 'flood fringe area' or 'flood storage area'.	Y	The development site has some areas of land that are classed as flood fringe or flood storage and no land that is classed as a floodway. This land is within Lot D and not proposed for development of warehouses.
<b>Subdivision</b>		
5) Subdivision of land below the flood planning level will generally not be supported.	Y	All land that is below the post development flood planning level is within proposed Lot D which is not proposed to be developed for warehouse purposes.
6) Subdivision must comply with Designing safer subdivisions guidance on subdivision design in flood prone areas 2007 (Hawkesbury-Nepean Floodplain Management Steering Committee).	Y	All flood prone land is proposed to be incorporated into Lot D which will not include any industrial development. A comprehensive Flood Impact Assessment accompanied the SSDA (provided as Appendix O of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021). The FIA addresses flood behaviours, functions, hazards and constraints and has formed the basis for the design of the development including lot layout and design and stormwater management systems.
<b>New Development</b>		
7) Finished floor levels shall be at 0.5m above the 1% AEP flood.	Y	
8) Flood safe access and emergency egress shall be provided to all new and modified developments consistent with the local flood evacuation plan, in consultation with Council and the State Emergency Services (SES).	Y	The development land within the site is not subject to flooding, even in the PMF. Flood safe access has been provided to the developable land to the east by raising open space edge road R05 to above the PMF level.
<b>Storage of Potential Pollutants</b>		
9) Potential pollutants stored or detained on-site (such as on-site effluent treatment plants, pollutant stores or on-site water treatment facilities) shall be stored above the 1% AEP flood. Details must be provided as part of any development application.	N/A	
<b>Overland Flow Flooding</b>		
10) Development should not obstruct overland flow paths. Development is required to demonstrate that any overland flow is maintained for the 1% AEP overland flow with consideration for failsafe of flows up to the PMF.	Y	
11) Where existing natural streams do not exist, naturalised drainage channels are encouraged to ensure overland flows are safely conveyed via vegetated trunk drainage channels with 1% AEP capacity plus 0.5m freeboard. Any increase in peak flow must be offset using onsite stormwater detention (OSD) basins.	Noted	
12) OSD is to be accommodated on-lot, within the development site, or at the subdivision or estate level, unless otherwise provided at the catchment level to the satisfaction of the relevant consent	Y	

Control	Compliance (Y/N)	Comment
authority.		
13) Stormwater basins are to be located above the 1% AEP.	N	The proposal departs from this control as a small area of Basin B (Lot D) and Road R05 intrudes into the 1% AEP flood extent. The total volume of flood storage lost through these earthworks in the 1% AEP event is 370m <sup>3</sup> . This minor non-compliance is addressed in <b>Section 8</b> of the RTS Report.
14) Post-development flow rates from development sites are to be the same or less than predevelopment flow rates for the 50% to 1% AEP events.	Y	Refer Civil Infrastructure Report and Music Modelling ( <b>Appendix E</b> ).
15) OSD must be sized to ensure no increase in 50% and 1% AEP peak storm flows at the Precinct boundary or at Mamre Road culverts. OSD design shall compensate for any local roads and/or areas within the development site that does not drain to OSD.	Y	Refer Civil Infrastructure Report and Music Modelling ( <b>Appendix E</b> ).
<i>Filling of Land At or Below the Flood Planning Level</i>		
16) Earthworks up to the PMF must meet the requirements of Clauses 2.40 and 2.41 of the I&E SEPP as well as Sections 2.5 and 4.4 of this DCP.	Y	<p>The proposal meets the indicated earthwork requirements. These clauses and sections are addressed in the following sections and reports:</p> <ul style="list-style-type: none"> <li>• Clause 2.40 (I&amp;E SEPP): Discussion is provided in <b>Section 7.7</b> and <b>Section 7.12</b> of the RTS Report</li> <li>• Clause 2.41 (I&amp;E SEPP): Discussion is provided in Chapter 5 of the Flood Impact Assessment prepared and submitted as a part of the second Response to Submissions (dated September 2021)</li> <li>• Section 2.5 (MRP DCP): Discussion provided within <b>Appendix B</b></li> <li>• Section 4.4 (MRP DCP): Discussion provided within <b>Appendix B</b></li> </ul> <p>The specific rationale for the cut and fill proposed is provided in <b>Section 8.0</b> of the RTS Report.</p>
<p>17) Filling of floodways and/or critical flood storage areas in the 1% AEP flood will not be permitted. Filling of other land at or below the 1% AEP is also discouraged, but will be considered in exceptional circumstances where The below criteria have been addressed in detail in the supporting FIRA;</p> <ul style="list-style-type: none"> <li>• The purpose for which the filling is to be undertaken is adequately justified;</li> <li>• Flood levels are not increased by more than 10mm on surrounding properties;</li> <li>• Downstream velocities are not increased by more than 10%;</li> <li>• Flows are not redistributed by more than 15%;</li> <li>• The cumulative effects of filling proposals is fully assessed over the floodplain;</li> <li>• There are alternative opportunities for flood storage;</li> <li>• The development potential of surrounding properties is not adversely affected;</li> <li>• The flood liability of buildings on surrounding properties is not increased;</li> <li>• No local drainage flow/runoff problems are created; and</li> </ul>	N	The proposal departs from this control as a small area of Basin B (Lot D) and Road R05 intrudes into the 1% AEP flood extent. The total volume of flood storage lost through these earthworks in the 1% AEP event is 370m <sup>3</sup> . This minor non-compliance is addressed in <b>Section 8</b> of the RTS Report.

Control	Compliance (Y/N)	Comment
<ul style="list-style-type: none"><li>The filling does not occur within the drip line of existing trees.</li></ul>		
2.6 Aboriginal Heritage		
1) Sites of known Aboriginal Heritage and areas of high and moderate–high Aboriginal archaeological potential, as identified in the Mamre Road Aboriginal Heritage Study (EMM Consulting 2020), are shown in Figure 5.	Noted	
2) Any development application within land that contains a known Aboriginal cultural heritage site and/or areas of moderate and moderate–high archaeological potential (refer Figure 5) must consider and comply with the requirements of the NPW Act and related guidelines. An Aboriginal Cultural Heritage Assessment in accordance with Heritage NSW guidelines (e.g. Code of Practice for Archaeological Investigation of Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010) shall be completed to inform future assessment and approval requirements for the activity (if any).	Y	A Revised Aboriginal Cultural Heritage Assessment was prepared which included details of archaeological test excavations and accompanied the SSDA (provided as Appendix H of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021)
3) In order to ensure that a person undertaking any development or activities on land does not harm Aboriginal objects, development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).		
4) Ground disturbance proposed in areas where cultural material has not been identified and/or is considered of low potential to occur is to be subject to a due diligence investigation consistent with best practice guidelines (e.g. Due Diligence Code of Practise for the Protection of Aboriginal Objects in NSW). The findings of the due diligence should guide future assessment and approval requirements for the activity (if any).		
5) Developments or other activities that will impact on Aboriginal heritage may require consent under the NPW Act, such as an Aboriginal Heritage Impact Permit, from Heritage NSW and consultation with the relevant Aboriginal communities.		
6) Where the necessary consents have already been obtained from Heritage NSW, the development application must demonstrate that the development will be undertaken in accordance with any requirements of that consent.		
2.7 Non-Aboriginal Heritage		
1) A Heritage Impact Statement shall be lodged with a development application for subdivision, buildings or works in the vicinity of heritage items listed under the I&E SEPP and identified in Figure 6, including development that: <ul style="list-style-type: none"><li>May have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing; or</li><li>May undermine or otherwise cause physical damage to a heritage item; or</li><li>Will otherwise have any adverse impact on the heritage significance of a heritage item within which it is situated.</li></ul>	N/A	There are no sites of non-Aboriginal heritage located on or in the vicinity of the site.

Control	Compliance (Y/N)	Comment
<p>2) Subdivision applications shall define an appropriate setting or curtilage for the heritage building as part of the Heritage Impact Statement or Conservation Management Plan.</p>		
<p>3) In determining the curtilage of a heritage building, consideration is to be given to:</p> <ul style="list-style-type: none"><li>• The original form and function of the heritage building: The heritage building's former use and architecture should be reflected in the design of the curtilage. For example, it may be appropriate that a larger curtilage be maintained around a former rural homestead than that of a suburban building;</li><li>• Outbuildings: A heritage building and its associated outbuildings should be retained on the same allotment; and</li><li>• Gardens, trees, fencing, gates and archaeological sites: Features that are considered valuable in interpreting the history and in maintaining the setting of a building should be identified and, where possible, retained within the curtilage.</li></ul>		
<p>4) Development shall be of a scale and form that does not detract from the historical significance, appearance and setting of the heritage item, and consider the following:</p> <ul style="list-style-type: none"><li>• The height of new development near heritage items shall be less than the subject item. New development or large additions or alterations must provide a transition in height from the heritage item. Increases in height shall be proportional to increased distance from the items;</li><li>• Views and vistas to the heritage item from roads and other prominent areas are key elements in the landscape and shall be retained;</li><li>• If the development site can be viewed from a heritage item(s), any new development will need to be designed and sited so that it is not obtrusive when it is viewed from the heritage item(s); and</li><li>• Curtilages shall be retained around all listed items sufficient to ensure that views to them and their relationship with adjacent settings are maintained.</li></ul>		
<p>5) The colours and materials used in a new development (whether an extension or addition) should complement the colours and materials of the heritage item. New development within the curtilage must not adversely impact upon the significant fabric of a heritage item.</p>		
<p>6) Where possible, existing fences that have been identified as significant or that contribute to the overall setting or character of a heritage item are to be retained or repaired.</p>		
<p>7) New fences should either match as closely as possible the original fencing, or if the original fence type is not known, specifically relate to the architectural character and period of the existing heritage item with respect to design, materials, colour and height.</p>		
<p>8) New development shall not be sited in front of the front building line of the existing heritage item nor shall it extend beyond the established side building lines of the heritage item.</p>		
<p>9) Vegetation around a heritage item shall be assessed for its value to the item and retained where required.</p>		
2.8 Bushfire Prone Land		
<p>1) Land identified as 'bushfire prone land' on the Penrith City Council Bushfire Prone Land Map is to</p>	Y	Site is identified as Category 1 and 2. The Bushfire Assessment Report was

Control	Compliance (Y/N)	Comment
address the bush fire protection measures in the Rural Fire Service publication Planning for Bushfire Protection 2019 (PBP) (as amended).		updated as a part of the previous RTS dated 22 September 2021 (Appendix N. of that submission).
2) A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land.		
3) Development on land within 250m of land zoned RU2, E2, and E4 that is not identified as bushfire prone land must consider ways to minimise the risk of ember attack, particularly with regard to roof design, building materials and landscape design.		
4) Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997.		
2.9 Salinity		
1) Development applications shall include a detailed salinity analysis and Salinity Management Plan, noting the relatively low permeability and saline clay soils dominant in the area. The analysis is to consider the stormwater management measures proposed in accordance with Section 2.4 to limit the mobilisation of salts in the catchment.	Y	A Salinity and Sodicity Assessment Report has been prepared by ADE (Appendix H).
2) Salinity investigations are to be conducted in accordance with the Local Government Salinity Initiative series by the former Department of Natural Resources (2002).		
3) The author of the salinity analysis must sign off on the project on completion of works and submit this to Council prior to an occupation certificate being issued, if required.	Noted	
4) Disturbance to the natural hydrological system shall be minimised by maintaining good surface drainage and reducing water logging on the site.	Y	
5) Groundwater recharge is to be minimised to the extent it does not adversely impact groundwater dependent ecosystems downstream.	Y	
6) Construction techniques shall be employed that prevent structural damage to the development as a result of salinity (see Building in a Saline Environment).	Y	Addressed in the CEMP (see Appendix I).
7) All works are to conform with the Western Sydney Salinity Code of Practice June 2003.	Y	Addressed in the CEMP (see Appendix I)
2.10 Contaminated Land		
1) Prior to granting development consent, the consent authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use having regard to land contamination.	Y	A Stage 2 Assessment was completed by ADE (Appendix K). The assessment concludes that the site can be considered suitable for the proposed commercial industrial land use. ADE is of the opinion that remediation of soils under the proposed industrial estate are not required.
2) All development applications shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995.		
3) Where a site has known contamination, or a Stage 1 Preliminary Site Investigation identifies potential or actual site contamination, a Stage 2 Detailed Site Investigation must be prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995. A Remediation Action Plan (RAP) will be required for contaminated land identified in the Stage 2 Detailed Site Investigation. Remediation works identified		



Control	Compliance (Y/N)	Comment
<i>in the RAP will require development consent.</i>		
<i>4) A Section A1 Site Audit Statement (SAS) or Section A2 SAS accompanied by an Environmental Management Plan (EMP) (issued by a NSW EPA Accredited Site Auditor) will be required where remediation works have been undertaken to confirm a site is suitable for the proposed use.</i>		
<b>2.11 Aviation Safeguarding</b>		
<p>1) An Aviation Safeguarding Assessment is to be submitted with development applications detailing compliance with aviation safeguarding measures and the controls outlined below.</p> <ul style="list-style-type: none"> <li>The aviation safeguarding assessment must evaluate the wildlife likely to be present on the subject land and the risk of the wildlife to the operation of the Airport provided by the applicant which includes; <ul style="list-style-type: none"> <li>i. the species, size, quantity, flock behaviour (where applicable) and the particular times of day or year when the wildlife is likely to be present,</li> <li>ii. whether any of the wildlife is a threatened species,</li> <li>iii. a description of how the assessment was carried out, and</li> <li>iv. is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport.</li> </ul> </li> </ul>	Y	Noted, an Aeronautical Impact Assessment has been prepared by AVLAW and is at <b>Appendix P</b> .
<p><b>Heights</b></p> <p>2) The height of buildings, structures, landscaping and cranes do not impact on the operations of the airport or create a hazard to the safe navigation of aircraft. Buildings and any ancillary structures must not encroach into protected airspace.</p>	Y	
<p><b>Noise</b></p> <p>3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.</p>	Y	
<p><b>Lighting</b></p> <p>4) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces.</p>	Y	
<p><b>Emissions</b></p> <p>5) Development must not generate emissions into the protected airspace.</p>	Y	
<p>6) Any plumes do not:</p> <ul style="list-style-type: none"> <li>Have peak vertical velocities of more than 4.3m/sec.</li> <li>Incorporate flares.</li> </ul>	Y	
<p><b>Wildlife Hazards</b></p> <p>7) Development must not attract wildlife which would create a safety hazard in the operations of the Airport.</p>	Y	
8) All waste bins are to be designed and installed with fixed lids.	Noted	

Control	Compliance (Y/N)	Comment
9) Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes.	Noted	
10) Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event.	Y	Refer to the Civil Infrastructure Report ( <b>Appendix E</b> ) for further details on time to drain, which is less than 12 hours.
Communications, Navigation and Surveillance Systems 11) Development must not impact upon communication, navigation and surveillance systems.	Y	
12) Development within the building restricted area does not create electromagnetic field radiations that will interfere with signals transmitted by the communication, navigation or surveillance facility	Y	
2.12 Development Adjacent to the Warragamba Pipelines		
1) Where development (including subdivision) is proposed adjacent to the Warragamba Pipelines corridor, applicants shall consult with Water NSW. Development is to be consistent with Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (WaterNSW). Any written requirements of Water NSW shall be submitted with the development application, including how the requirements have been addressed.	N/A	The proposed development is not adjacent to the Warragamba Pipelines.
2) Prior written approval shall be obtained from Water NSW for any access required to the Warragamba Pipelines corridor during the investigation and construction phases.		
3) Access points to the Warragamba Pipelines corridor for Water NSW staff and contractors to carry out inspections and maintenance shall be retained or provided.		
4) Stormwater systems serving development adjacent to the Warragamba Pipelines shall be designed to ensure that stormwater does not enter the corridor.		
5) Security fencing shall be provided, or existing security fencing retained along the length of development boundaries that directly adjoin the Warragamba Pipelines corridor.		
6) Road crossings should generally avoid the Warragamba Pipelines corridor. Any proposed road crossings shall be designed and located in accordance with Water NSW requirements.		
7) Earthworks (excavation or filling) and landscaping works carried out adjacent to or crossing the Warragamba Pipelines shall avoid damage to the infrastructure.		
2.13 Electricity Transmission Line Easements		
1) Development on land affected by the Electricity Transmission Line Easements (refer Figure 8) must be in accordance with the relevant electricity supply authority's requirements.	Y	Noted, as the site's northern boundary has not been constructed, the development of a temporary road and junction solution is proposed from Aldington Road as an interim measure. The proposed interim access road intersection is located within the TransGrid easement. There is currently no infrastructure within this easement. FKC has consulted with TransGrid which has advised that there is no objection to the interim access road subject to a condition limiting its timeframe and requiring its removal. This strategy has also been deemed appropriate through consultation with DPE and Penrith City

Control	Compliance (Y/N)	Comment
		Council.
2.14 Utilities Services		
1) Applicants shall liaise with relevant service providers to ensure satisfactory arrangements have been made to service the development, in accordance with the relevant service providers requirements. This includes water, recycled water, sewer, drainage, electricity, gas (where required) and telecommunications. Indicative trunk infrastructure is identified in Figure 8.	Y	The proponent as well as certain sub-consultants have liaised with the relevant utilities providers throughout the design process to ensure adequate arrangements will be in place to service the development. The Civil Infrastructure Report has assessed the public utility infrastructure requirements needed to support the proposed development. The assessment concludes that wastewater, potable water, power and telecommunications can be made available to the site to support the proposed development (Refer <b>Appendix E</b> ).
2) A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections.		
3) The Utilities Plan should allow for the installation of emerging utilities technologies, such as hydrogen district cooling/heating systems and micro-grids for energy sharing.		
4) Where a recycled water network is available, development shall connect to this network (refer Section 2.4). Development must be plumbed to enable connection to and use of recycled water via the third pipe network and designed in consultation with Sydney Water.		
5) Utilities are to be accommodated in the road reserve, unless otherwise required by the relevant utility authority. The design of roads will need to take this into consideration.		
6) Electricity and telecommunication mains are to be placed underground.		
7) Where technically feasible, compatible public utility services shall be coordinated in common trenching to maximise cost-effectiveness.		
8) Premises are to be provided with high speed, high reliability telecommunications infrastructure (e.g. optic fibre or DSL technology).		
9) Applicants will be required to deliver water and sewer services upgrades (in accordance with current Sydney Water procurement guidelines) to meet the anticipated demand.		
2.15 Transport Investigation Areas		
Proposed Western Sydney Intermodal Terminal This section applies to land identified as Transport Investigation Area marked “A” under Clause 2.34 of the I&E SEPP.		
1) Proposed development on land subject to the proposed Intermodal Terminal (refer Section 3.4.2 and Figure 9) must make provision for the Intermodal Terminal and any road and rail access points..	N/A	The site is not identified as a Transport Investigation Area A under the I&E SEPP
2) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and access is not adversely impacted by development		
Proposed Western Sydney Freight Line This section applies to land identified as Transport Investigation Area marked “B” under Clause 2.34 of the I&E SEPP.		
3) Proposed development on land subject to the proposed Western Sydney Freight Line (WSFL) corridor (refer Figure 9) must make provision for the WSFL and access to the corridor.	N/A	The site is not identified as a Transport Investigation Area B under the I&E SEPP
4) Applicants must consult with TfNSW in preparing development applications for this land to ensure		

Control	Compliance (Y/N)	Comment
<i>an appropriate area is available and future access is not adversely impacted by development.</i>		
<i>5) The WSFL corridor is not to be compromised by development, including any key rail and road interfaces with the Intermodal Terminal.</i>		
<i>Classified Roads – Mamre Road and Proposed Southern Link Road</i> <i>This section applies to the Mamre Road corridor and land identified as Transport Investigation Area marked “B” under Clause 2.34 of the I&amp;E SEPP.</i>		
<i>6) Proposed development on land subject to Mamre Road and the proposed Southern Link Road (refer Figure 9) must make provision for the upgrade and construction of these roads and future access to the corridors.</i>	<b>N/A</b>	The site is not identified as a Transport Investigation Area B under the I&E SEPP
<i>7) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area of land is available and future access is not adversely impacted by development.</i>		
<b>3. Precinct and Subdivision Design</b>		
<b>3.1 Subdivision</b>		
<i>1) Subdivision is to be in accordance with the controls in Table 7.</i>	<b>Y</b>	
<i>2) Subdivision design is to enable the conservation of natural and landscape features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.</i>	<b>Y</b>	The proposed subdivision incorporates the RE2 Private Recreation and E2 Environmental Conservation zoned areas within a defined single lot (Lot D) which will not accommodate warehouse development.
<i>3) Subdivision design shall balance cut and fill as far as practicable. Development applications must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.</i>	<b>Y</b>	<p>The site requires import of only 8,861m3 of fill, which is close to balanced. The cut / fill requirements within the site have been defined through multiple iterations and careful consideration of the following:</p> <ul style="list-style-type: none"><li>• Undulating topography within the Mamre Road Precinct resulting in the requirement for extensive cut and fill operations to facilitate economic development and provide flexibility to cater for the range of industrial customer requirements.</li><li>• Provisioning for connectivity to adjoining lands and managing existing upstream catchment flows.</li><li>• Minimising height of retaining walls fronting Aldington Road and mitigating retaining walls fronting internal public road reserves.</li><li>• Mitigate extensive cut in bedrock sub-surface units.</li><li>• Meet the requirements for the site to cater for IN1 – General Industrial employment which requires large flexible allotments.</li></ul> <p>• Refer to the Civil Infrastructure Report and Plans (<b>Appendix E</b>).</p>
<i>4) Lots adjoining or containing watercourses are to maintain or establish native vegetation riparian corridors in accordance with Section 2.3.</i>	<b>Y</b>	The Vegetation Management Plan that forms part of the CEMP ( <b>Appendix I</b> ) provides for maintenance and improvement to riparian corridors.
<i>5) Land zoned E2 Environmental Conservation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in</i>	<b>Y</b>	The small E2 zoned portion of the site is proposed to be included in a separate Lot with the RE2 zoned land (Lot D). This lot does not include warehouse

Control	Compliance (Y/N)	Comment
<i>accordance with a Vegetation Management Plan, including ongoing monitoring and management.</i>		development. Future management of this Lot will be in accordance with the Vegetation Management Plan that forms part of the CEMP ( <b>Appendix I</b> )
<i>6) Subdivision design is to facilitate the precinct road network and hierarchy.</i>	Y	The proposed subdivision design will not preclude the facilitation of the desired road network and hierarchy for the wider precinct as per Figure 12 of the MRP DCP.
<i>7) Access to lots should be from local or collector industrial roads.</i>	Y	All proposed lots are accessed from local or collector roads.
<i>8) Lots adjoining the potential intermodal terminal and dedicated freight corridor shown in Figure 17 should be larger lots (i.e. 10,000m2 or greater) to support freight and logistics development.</i>	N/A	
3.2 Views and Visual Impacts		
<i>1) The design of subdivisions and building orientation should respond to the significant landscape elements and view corridors identified in Figure 11, including Mount Vernon, Wianamatta-South Creek and Ropes Creek. Development applications should demonstrate how the natural features of the site have influenced the design.</i>	Y	A revised Visual Impact Assessment has been prepared to support the proposal and is provided at <b>Appendix J</b> .  This report confirms that the proposed development will not have any significant adverse impacts on any rural residential areas at Mount Vernon nor Ropes Creek.
<i>2) Site design shall retain visual connection with the blue-green network, ridge lines and vistas.</i>		The design of the site has been facilitated for the primary purpose to create a layout that is commensurate to industrial development and freight operations. In doing this, visual connections to the blue-green network have not been completely retained, particularly in the southern section of the site which is removed from the RE2 and E2 zoned land. Notwithstanding this, the RE2 zoned section of the site is framed by local roads and visible from a number of lots.
<i>3) The design of lots adjoining Mamre Road, Southern Link Road, and Aldington/Abbotts Road shall promote a high-quality landscape character.</i>		The proposed development incorporates high-quality landscaping elements to complement the subdivision design. In particular, the design incorporates and respects the required building and landscape setbacks from Aldington Road (Refer to the Landscape Plans and cross sections in <b>Appendix F</b> ).
<i>4) Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.</i>		Refer to the Architectural Plans and cross sections in <b>Appendix C</b> . Where possible and practical, the natural topography has been respected in the lot layout and building siting and scale within the context of the defined DCP road layout and building orientation requirements, and the scale and typology of the development permitted and encouraged in the DCP Precinct Vision.
<i>5) All retaining walls must include mature tree planting along the top of the retaining wall to mitigate the visual impact of buildings when viewed from sensitive locations (refer Figure 9). Sufficient deep soil shall be available to accommodate a mature screening tree.</i>		No retaining walls on the site are within the visually sensitive locations as shown on Figure 10 of the MRP DCP. With the exception of the southern boundary, proposed retaining walls will adjoin other zoned IN1 land. FKC has consulted with the adjoining landowner to the south (approved place of public worship). The landowner has provided advice that the interface treatment is acceptable (refer <b>Appendix R</b> ).
3.3 Interface with Mount Vernon rural-residential area		

Control	Compliance (Y/N)	Comment
<p>1) Development applications for land within 250m of the southern and south-eastern Precinct boundary (refer Figure 10) are to include a Landscape Plan and Visual Impact Assessment by suitably qualified designers which demonstrate a sympathetic transition to Mount Vernon, including appropriate cross-sections illustrating visual mitigation strategies.</p> <p>2) Landscape setbacks and treatments are to be in accordance with Section 4.2.3.</p> <p>3) A minimum 30m building setback is to be provided to buildings that directly adjoin a rural residential zone. An indicative landscape treatment within the interface area is shown in Figure 11.</p> <p>4) Subdivision within the visually sensitive interface (refer Figure 10) should relate to the scale of adjoining rural-residential buildings and consider the use of height transitions and more generous building separation.</p> <p>5) The design of sites adjoining rural-residential areas should respond to natural level changes and use a combination of mounding and vegetation screening to soften the visual impact.</p> <p>6) Tree planting shall be located to provide a visual barrier to industrial development. Mature tree planting is to be located on the top of landscape mounds, as well as on the rise or fall, to ensure the lower tree canopy meets the canopy of the tree on the top of the mound. The placing of trees shall also be staggered to ensure a continuous visual screen.</p> <p>7) At planting, trees within the sensitive interface area should be a minimum 2m in height.</p> <p>8) Boundary fences within the sensitive interface area should be a minimum 1.8m in height.</p> <p>9) Site design shall minimise light spill to adjoining residential areas (refer Section 4.2.10).</p> <p>10) Uses and building elements that are likely to adversely impact the amenity of adjoining rural-residential areas (e.g. loading areas, driveways, storage areas and roof top equipment) shall be sited away from the sensitive interface and use landscaped screening. Note. Development applications must also address Section 4.3 Amenity of this DCP and Clause 2.22 of the I&amp;E SEPP.</p>	N/A	The proposed development is not situated within 250m, of the southern or south-eastern Precinct boundary.
<b>3.4 Transport Network</b>		
<b>3.4.1 Road Network, Hierarchy and Design</b>		
<b>Traffic and Transport Assessments</b>		
<p>1) Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide, and assess the impact of projected pedestrian and vehicular traffic associated with the proposal, and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system.</p> <p>Note: Development identified in Schedule 3 of SEPP (Infrastructure) 2007 is referred to TfNSW (Column 2) or Council's Local Traffic Development Committee (Column 3), as required.</p>	Y	A revised Transport and Accessibility Management Plan (provided with the (provided as Appendix D of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021) is at <b>Appendix N</b> . The revised TMAP submitted in 2021 omitted the <i>Framework Sustainable Travel Plan</i> which has been included and addressed this control.
<p>2) Subdivision and development are to consider the coordinated staging and delivery of final road</p>	Y	As identified within <b>Appendix N</b> the proposed development can be adequately

Control	Compliance (Y/N)	Comment
<i>infrastructure throughout the precinct. Development consent will only be granted to land serviced by a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).</i>		serviced by the surrounding road network. FKC, as part of the Land Owners' Group (East) (LOG-E) is currently negotiating a works-in-kind agreement with Penrith City Council for upgrades to Abbots Road and Aldington Road to facilitate the construction and operation of several developments which will access these roads.
<b>Road Network</b>		
<i>3) The Precinct shall be developed generally in accordance with the desired road network structure and hierarchy (Figure 12). The road network will comprise the arterial roads of Mamre Road and the future Southern Link Road (Movement Corridors), Aldington Road/ Abbots Road (distributor road) and an indicative internal industrial local and collector road network.</i>	<b>Y</b>	The proposed development has been amended to be consistent with the road network for the site in accordance with Figure 12 of the MRP DCP.
<i>4) Until the delivery of the connection of Aldington Road to the future Southern Link Road, all development accessed from Aldington Road and Abbots Road is to be accessed via the southern end of Aldington Road/ Abbots Road and Mamre Road. Access to the north via Bakers Lane is not permitted.</i>	<b>Y</b>	Access to the arterial road network for the proposed development will be via the Abbots Road / Mamre Road intersection until such time as the intersection of the Southern Link Road and Aldington Road is operational. This requirement is included in the CEMP ( <b>Appendix I</b> ).
<i>5) The centre line for all Local Industrial Roads and Collector Industrial Roads shall be on the common cadastre boundary between adjoining lot plans unless otherwise agreed by adjoining owners.</i>	<b>Y</b>	The proposed development will share boundary road with the adjoining lot to the north. The road network has been designed to comply with this requirement.
<i>6) Internal local roads are to be designed to:</i> <ul style="list-style-type: none"> <li><i>• Create a permeable network based on a modified grid system;</i></li> <li><i>• Provide access to and facilitate the development of adjoining properties;</i></li> <li><i>• Provide a pedestrian and cycle network that minimises travel distances and conflicts with industrial traffic;</i></li> <li><i>• Maximise connectivity to and from open space and employment service hubs;</i></li> <li><i>• Take account of topography, view corridors, site drainage, and vegetation;</i></li> <li><i>• Provide frontage to and maximise surveillance of open space and riparian corridors;</i></li> <li><i>• Provide views to landscape features and visual connections to activity nodes; and</i></li> <li><i>• Maximise the effectiveness of water sensitive urban design measures.</i></li> </ul>	<b>Y</b>	<p>The proposed internal road network has been designed so as to be consistent with Figure 12 of the MRP DCP and maximise accessibility and connectivity with the surrounding locality. Pedestrian footpaths are also proposed on either side of the internal roadways.</p> <p>The proposed road layout will facilitate future connection to the properties to the east and north as required by the DCP road network in Figure 12.</p>
<i>7) Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal:</i> <ul style="list-style-type: none"> <li><i>• Will not detrimentally impact on access to adjoining properties;</i></li> <li><i>• Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties;</i></li> <li><i>• Will not impede the orderly development of adjoining properties in accordance with the Structure Plan (Figure 2) and this DCP;</i></li> <li><i>• Does not restrict the ability to provide water, sewer, electricity and other essential services to adjoining properties; and</i></li> <li><i>• Includes written evidence of consultation with affected adjoining owners and agreement with</i></li> </ul>	<b>N/A</b>	The proposed internal road network has been designed so as to be consistent with Figure 12 of the MRP DCP and will facilitate future connection to the properties to the east and north.



Control	Compliance (Y/N)	Comment
<i>these affected owners.</i>		
8) A public road is to adjoin land zoned RE1 Public Recreation along Wianamatta-South Creek precinct in accordance with Figure 12.	N/A	
9) Access points shall be located to optimise safety, traffic flow and landscape opportunity, as well as end user operations. All parking shall be provided either on site or in centralised offroad locations.	Y	
10) Direct vehicle access to Mamre Road, Southern Link Road and distributor roads (Aldington Road/ Abbotts Road) is not permitted.	Y	All proposed lots are accessed from local roads or collector roads.
11) All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement.	Y	
12) The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.	Y	Four cul-de-sacs are proposed (two being temporary) located in the centre and at the east of the estate. The requirement for the cul-de-sac in the centre of the estate is due to the topography of the site and to enable access to proposed Lots B, C, E, F, H, and J, given access to those lots are denied from Aldington Road. The two temporary cul-de-sacs located at the east of the estate are proposed as an interim to facilitate future connection to surrounding sites when proposed.
13) Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools.	Y	In accordance with Section 3.4.1, Control 4, access to Bakers Lane will not be allowed.
14) Internal road network intersections are to be provided at the following minimum intervals: <ul style="list-style-type: none"> <li>Local to local industrial road – 40m-60m;</li> <li>Local to collector/distributor road – 100-200m; and</li> <li>Collector/distributor to sub-arterial – 400m-500m.</li> <li>Accommodate heavy vehicle parking and manoeuvring areas;</li> <li>Avoid conflict with staff, customer and visitor vehicular movements; and</li> <li>Ensure satisfactory and safe operation with the adjacent road system.</li> </ul>	Y	Refer to Architectural Plans ( <b>Appendix C</b> ).
15) Development shall, where appropriate, be designed to: <ul style="list-style-type: none"> <li>Allow all vehicles to either leave or enter the site in a forward direction;</li> <li>Accommodate heavy vehicle parking and manoeuvring areas;</li> <li>Avoid conflict with staff, customer and visitor vehicular movements; and</li> <li>Ensure satisfactory and safe operation with the adjacent road system.</li> </ul>	Y	Refer to Architectural Plans ( <b>Appendix C</b> ).
16) Development applications shall detail the volume, frequency and type of vehicle movements.	Y	Refer to the Transport and Accessibility Management Plan ( <b>Appendix N</b> )
17) The design of manoeuvring areas for large vehicles shall consider the Australian Standard 2890 series and Performance Based Standards An Introduction for Road Managers (National Heavy Vehicle Regulator – May 2019).	Y	Refer to the Transport and Accessibility Management Plan ( <b>Appendix N</b> )

Control	Compliance (Y/N)	Comment
<b>Road Design</b>		
18) Road design is to address the Guide for Traffic Generating Development (former RTA 2002).	Y	Refer to the Transport and Accessibility Management Plan ( <b>Appendix N</b> )
19) Road design must comply with the road configurations in Table 8 and corresponding typical road cross-sections (Figure 12, Figure 13, Figure 14, Figure 15, and Figure 16)..	Y	Refer to Civil Infrastructure Report and Plans ( <b>Appendix E</b> ).
20) The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles	Y	Refer to Civil Infrastructure Report and Plans ( <b>Appendix E</b> ).
21) To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.	Y	Refer to Civil Infrastructure Report and Plans ( <b>Appendix E</b> ).
22) Road design shall consider arrangements for broken down vehicles and incident response.	Y	
23) For roads adjoining open space, finished road design levels shall match with existing levels of open space and negate the need for retaining walls or battering. Design is to address: <ul style="list-style-type: none"> <li>Public access to open space;</li> <li>Function of the road;</li> <li>Impact on existing vegetation;</li> <li>Public amenity;</li> <li>Public safety; and</li> <li>Impact on ability to provide street tree planting.</li> </ul>	N	The Open Space Edge Road (R05) is higher and not level with the adjoining open space / RE2 zoned land in the north-east corner of the site. The height difference is provided through a retaining wall. This departure from the control and an assessment of the departure against Section 1.5.2 of the DCP is provided in <b>Section 8</b> of the RTS Report.
24) Alternate road configurations may be considered in special circumstances where it can be demonstrated the following key principles can be achieved: <ul style="list-style-type: none"> <li>Road and lane widths must allow for two-way movement and turning movements of design vehicles, including consideration for buses, heavy vehicles, garbage trucks and emergency vehicles;</li> <li>Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes;</li> <li>Adequate on-street parking must be provided;</li> <li>Adequate swept turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle;</li> <li>Road widths must be set to minimise kerbside restrictions and regulatory signage;</li> <li>Sufficient width must be provided for specialist drainage functions; and</li> <li>Life cycle costs for construction and maintenance must be minimised.</li> </ul>	Noted	
<b>3.4.2 Western Sydney Intermodal Terminal and Freight Network</b>		
1) Development is to enable the delivery of the Intermodal Terminal and dedicated freight network, as identified in Figure 17.	N/A	The proposed development is not located on or adjacent the dedicated freight network.
2) Land identified for the intermodal facility is to be integrated with a dedicated freight network to the		

Control	Compliance (Y/N)	Comment
<i>south, via a road crossing of future Southern Link Road.</i>		
<i>3) Development applications for lots including or adjacent to the dedicated freight corridor shall make provision for the dedicated freight corridor.</i>		
<i>4) The dedicated freight corridor shall be a minimum of 10.0m wide and meet the design requirements specified by Transport for NSW.</i>		
<i>5) Development applications for lots with an identified access point (refer Figure 17) shall demonstrate how access to and from the dedicated freight corridor will be achieved.</i>		
<i>6) All fire compliant internal access roads are to be a minimum of 8.0m wide to safeguard for a precinct-wide AGV freight network unless development applications can demonstrate how an AGV freight network can be safeguarded within their development.</i>		
3.4.3 Public Transport, Pedestrian and Cycle Network		
<i>Desired Public Transport, Pedestrian and Cycle Network</i>		
<i>1) Bus stops should be provided, if identified by bus operators and TfNSW in consultation with Council as part of the development application process.</i>	Y	Proposed bus stop locations have been identified in the plans for the upgrade of Aldington and Abbotts Roads. Refer to the Civil Infrastructure Plans ( <b>Appendix E</b> ).
<i>2) Development is to respond to the provision of a future bus link to the M4 Motorway.</i>	Noted	
<i>3) Pathways for cyclists and pedestrians are to be provided that integrate with regional active transport connections, and links to key catchments and employment hubs across WSEA.</i>	Y	Pathways for pedestrians and cyclists are provided for all proposed Industrial and Open Space Edge Roads in accordance with MRP DCP requirements. Public and active transport opportunities are addressed in the Transport and Accessibility Management Plan ( <b>Appendix N</b> )
Public Transport		
<i>4) The road network is to be designed in accordance with this DCP, to ensure public transport (i.e. buses) can be accommodated along key roads to support early adoption of good travel practices by future workers.</i>	Y	The road network is consistent with the requirements of the MRP DCP and includes bus capable roads. Public and active transport opportunities are addressed in the Transport and Accessibility Management Plan ( <b>Appendix N</b> ). Proposed bus stop locations have been identified in the plans for the upgrade of Aldington and Abbotts Roads. Refer to the Civil Infrastructure Plans ( <b>Appendix E</b> ).
<i>5) Indented bus bays should be provided along Aldington Road and Abbotts Road, as required by TfNSW as part of the public exhibition process for a development application</i>	Y	Proposed bus stop locations have been identified in the plans for the upgrade of Aldington and Abbotts Roads. Refer to the Civil Infrastructure Plans ( <b>Appendix E</b> ).
Pedestrian Connections		
<i>6) All footpaths are to be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government).</i>	Y	Refer to Architectural Plans at <b>Appendix C</b> and Civil Infrastructure Report and Plans at <b>Appendix E</b> .
<i>7) Footpaths should have ramps at all kerb corners for wheelchairs and pram access and cater for all people with diverse abilities in line with current Australian Standards.</i>		

Control	Compliance (Y/N)	Comment
8) Street lighting in accordance with the provisions of AS1158 should be provided in all streets.		
9) Pedestrian crossing distances in local streets should be shortened through kerb extensions and tight turning radii, which can cause vehicular traffic to slow to negotiate the tighter corners.		
10) To enable comfortable passage for all people with diverse abilities, footpaths must be: <ul style="list-style-type: none"><li>• Provided on both sides of the road; o A minimum of 1.5m wide on one side;</li><li>• A minimum of 2.5m shared path on the opposing side (with the exception of distributor roads, refer to Table 9);</li><li>• A minimum of 3.0m on approach routes to predictable destinations such as employment hubs and parks; and</li><li>• A minimum width of 3.5m for shared paths for recreational use within open space and environmental corridors.</li></ul>		
11) A durable, non-slip surface and even paving is to be designed and constructed for minimum maintenance. Continuous pathways, uninterrupted by variations in surface material must be provided.		
12) Gradients from pathways to streets are to be minimal, safe and comfortable for people with limited mobility and those using wheelchairs, prams and trolleys in line with current Australian Standards.		
13) Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists.		
14) A smooth transition from ramps to roads is to be provided for people using wheelchairs or prams. Ramps should be designed in accordance with appropriate design guidelines and be as wide as the pathway or marked crossing point to eliminate squeeze points at transition areas.		
15) Reconstructed driveways/pathways are to achieve a useable cross slope for a width of 915mm. Cars must slow to negotiate the two steeper ramps on either side of the pathway crossing but will not ‘bottom out’ at these angles (Preiser. W and Ostroff E (2001) Universal Design Handbook McGraw-Hill).		
Cycleways		
16) All cycle routes and facilities are to be consistent with the relevant requirements of Austroads Cycling Aspects of Austroads Guides and former RMS Bicycle Guidelines including line-marking, signage and logos and Council policies regarding bicycle access.	Y	
17) Pedestrian and cycle routes and facilities in public spaces are to encourage way finding and be convenient, safe, well lit, clearly defined, functional and accessible to all.	Noted	
18) Shared paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard 1428:1-4.	Y	
3.5 Council Engineering Works and Construction Standards		
1) Engineering works shall be consistent with Council’s standards, as amended:	N	Design of the bioretention/OSD basins are not in accordance with the PCC

Control	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>Stormwater Drainage Specifications for Building Developments;</li> <li>Council's Water Sensitive Urban Design (WSUD) Technical Guidelines;</li> <li>Engineering Design Specifications for Civil Works; and</li> <li>Engineering Construction Specifications for Civil Works.</li> </ul>		WSUD technical guidelines (std drawings). The basins will remain a private asset and to be maintained by the developer. The proposed design which is a component of the sites' Water Management Strategy meets the DCP water quality and flow duration targets. The design has been used on nearby sites successfully. It is a cost-effective design that minimises land area whilst still achieving the water management objectives and targets. If the proposed regional solution comes into operation, it will not require bioremediation, only OSD. Hence a redesign to meet the PCC standard drawings to provide separate OSD and bioretention would in future result in redundant infrastructure. This issue is addressed in <b>Section 8</b> of the Response to Submissions Report.
<b>4. General Requirements for Industrial Development</b>		
<b>4.1 Site Analysis</b>		
1) All development applications are to be accompanied by a Site Analysis Plan.	<b>Y</b>	Refer to the Design Statement ( <b>Appendix D</b> ).
<b>4.2 Built form design controls</b>		
<b>4.2.1 Building Height</b>		
1) Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural-residential areas, environmental and open space areas, riparian corridors and ridgelines.	<b>Y</b>	The proposed height and massing have been designed to best suit the natural attributes of the site and its surrounds, within the context of the defined DCP road layout and building orientation requirements, and the scale and typology of the development permitted and encouraged in the DCP Precinct Vision. The site does not adjoin any rural-residential areas.
2) Buildings should not exceed a maximum height of 16m from the existing ground level within 250m of a rural-residential zone. For all other sites, a maximum building height of 20m from existing ground level is permitted.	<b>Y</b>	<p>The site is not within 250m of rural-residential zoned land.</p> <p>All proposed warehouse envelopes are designed to be under 20m from the existing ground level. Cross sections of all proposed building envelopes relative to the natural ground level are included in the Architectural Plans at <b>Appendix C</b>.</p> <p>The Stage 1 warehouse (Lot F) proposes a height of 14.6m.</p>
3) Should the nature of the business require that part of the building exceeds the 20m building height control (e.g. high bay warehouses), the proponent must demonstrate that the taller element will not create unacceptable solar, wind and visual impacts to surrounding sensitive uses or impact on the environmental and open space lands or the public domain.	<b>N/A</b>	
4) Taller building elements over 15m should be set back from the street frontage.	<b>N/A</b>	There are no buildings proposed with a height over 15m.
5) Building height must ensure direct solar access to public domain, including street trees and footpaths, open space and environmental areas, between the hours of 11:00am and 2:00pm at the winter solstice, 21 June. Shadow diagrams must demonstrate this outcome.	<b>Y</b>	Shadow diagrams are included in the architectural plan package at <b>Appendix C</b> .

Control	Compliance (Y/N)	Comment
6) Building services located on the roof (such as HVAC, lift motor room, exhaust fans, etc) must be accommodated within the maximum permissible height of the building and away from the street frontage or sensitive interfaces where possible.	Y (Stage 1/Lot F)	Refer to the Architectural Plans ( <b>Appendix C</b> ).
7) A Visual Impact Assessment is to be submitted with development applications demonstrating that development will not have a significant adverse impact on the scenic quality of: <ul style="list-style-type: none"> <li>The Precinct, particularly when viewed from elevated locations and view lines identified in Figure 10;</li> <li>Wianamatta-South Creek; and</li> <li>Adjoining rural-residential areas</li> </ul>	Y	A revised Visual Impact Assessment has been provided at <b>Appendix J</b> .
8) Buildings should be sited on mid-slope to minimise visual impact on ridges and to be in harmony with the existing landscape. Where possible, buildings should be designed to "step" physically up or down the site in keeping with the existing topography.	Y	Refer to Visual Impact Assessment ( <b>Appendix J</b> ). The cross sections of the proposed development provided in the Architectural Plans ( <b>Appendix C</b> ) demonstrate that the buildings step up and down with the slope.
<b>4.2.2 Building Setbacks</b>		
1) Building setbacks are to be in accordance with the standards outlined in Table 10.	Y	Proposed buildings are sufficiently setback from site boundaries. The proposal is compliant with all relevant setback standards imposed through all primary, side and rear setback requirements in the DCP: <ul style="list-style-type: none"> <li>Building setback to Aldington Road and Estate Road R01: 12m</li> <li>Building setback fronting all other roads (i.e., local estate roads R02-R04): 7.5m</li> <li>Side and rear setbacks: min 5m.</li> <li>Lots adjoining RE2 zoned land: separated by Open Space Edge Road.</li> </ul> Refer to the Architectural Plans at <b>Appendix C</b> .
2) Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding Mamre Road and proposed Southern Link Road): <ul style="list-style-type: none"> <li>Landscaping;</li> <li>Maintenance/rehabilitation of biodiversity corridors or areas;</li> <li>Utility services installation;</li> <li>Cross-overs;</li> <li>Fire access roads;</li> <li>Approved signage;</li> <li>Street furniture; or</li> <li>Drainage works.</li> </ul>	Y	
3) Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved. Setbacks to	Y	

Control	Compliance (Y/N)	Comment
<i>public roads may incorporate loading dock manoeuvring areas and associated hard stand if set behind a landscape setback of at least 6.0m to the property boundary.</i>		
<p>4) Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area:</p> <ul style="list-style-type: none"> <li>Is within a setback at least 13.0m in depth, as measured from the property boundary to the building line, and set behind a landscape setback at least 6.0m in depth;</li> <li>Promotes the function and operation of the development;</li> <li>Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and</li> <li>Does not detract from the streetscape values of the locality.</li> </ul>	Y	All proposed Lots incorporating car parking areas on street frontages are located within a minimum 13m building setback and are behind a minimum 6m landscape setback from the street. Refer to the Architectural Plans at <b>Appendix C</b> .
5) The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also 4.2.3 Landscaping).	Y	
6) Additional setbacks may be applicable to avoid construction over easements.	Y	TransGrid has been consulted where works are proposed within the easement.
7) For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 18).	Y	Refer to the Architectural Plans at <b>Appendix C</b> .
<b>4.2.3 Landscaping</b>		
1) Development proposals must demonstrate a 10% tree canopy on development lot (excluding public roads and any non-industrial land). This includes preserving existing trees, where possible, and adding to the existing canopy to provide green infrastructure and amenity. This control can be measured at estate or lot scale, depending on the subject land of the development application. Where the tree canopy strategy is established at an estate level, the approval should establish the framework for individual lots, where future development applications will be required. If the control is satisfied at an estate scale, the 10% tree canopy control does not need to apply again to individual lots, if they are consistent with the concept plan or estate approval.	Y	<p>The site achieves 10.04% tree canopy across the estate. The intent of the landscaping across the site is to maximise tree canopy coverage, reduce the heat island effect, reduce the perceived bulk and scale of built form, improve the overall aesthetic amenity of the site and support the vision for the Parkland City. The quantity and qualities of tree species (which includes large canopied native street tree plantings) will reduce the heat island effect while contributing to the overall character and environmental value of the estate.</p> <p>The tree canopy calculations are included in the Landscape Report (refer <b>Appendix F</b>).</p>
2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.	Y	A revised Landscape Report and Plans is at <b>Appendix F</b> .
3) Landscaped area is to be provided in accordance with Table 11.	Y	
Lots fronting designated roads (Mamre Road and proposed Southern Link Road) - 10m landscape setback to the road frontage	N/A	
Lots fronting key access roads (distributor and collector roads) – 6m or average 50% of the front setback from the site boundary along the road frontage	Y	<ul style="list-style-type: none"> <li>A minimum 6m landscape setback provided from Aldington Road.</li> <li>A minimum 6m landscape setback provided from proposed Estate Road No. 01.</li> </ul>
Lots fronting all other roads (local estate roads) – Average of 50% of the front setback along the	Y	<ul style="list-style-type: none"> <li>A minimum 3.75m landscape setback provided from other estate roads</li> </ul>



Control	Compliance (Y/N)	Comment
<i>road frontage</i>		(being half of the 7.5m building setbacks) except where setback is to a loading area or car parking where the setback is a minimum 6m.
<i>Side boundary – No minimum requirement</i>	Y	
<i>Lots adjoining existing rural-residential development in Mount Vernon</i>	N/A	
<i>Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP).</i>	Y	The proposed Open Space Edge Road separates the RE2 zoned land from development in the IN1 Zone.
<p>4) A minimum 15% of the site area is to be pervious surfaces, achieved through landscaping and/or the use of permeable paving materials. Perviousness is to be calculated in accordance with the following index:</p> <ul style="list-style-type: none"> <li>• Deep soil (one metre or more in depth, connected subsoil) – 100%</li> <li>• Shallow soil (less than one metre in depth, not connected to subsoil) – 75%</li> <li>• Permeable pavement – 50%</li> <li>• Hardstand – 0%</li> </ul>	Y	23.7% of the site is to be pervious (refer to the Architectural Plans at <b>Appendix C</b> ).
5) Existing remnant vegetation and paddock trees shall be retained within setback areas and enhanced as an integral part of the landscaping proposals for each development.	Y	Given the extensive cut and fill earthworks required to grade the site for industrial development, it is impractical to retain existing remnant vegetation within the setback areas. Notwithstanding, the extensive landscaping that is proposed as part of the development will act to offset this.
6) Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	Y	
7) Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shadow and cool the building.	Y	Refer to the Landscape plans ( <b>Appendix F</b> ). where possible and practical, the landscaping for the site has been designed to achieve this control within the context of the defined DCP road layout and building siting and orientation requirements, and the scale and typology of the development permitted and encouraged in the DCP Precinct Vision.
8) Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.	Y	The building setback between Lot I, M and N and the adjoining property at the southern boundary (which is approved to contain a Place of Public Worship), is 11m which is considered a significant rear setback to mitigate any potential impacts to adjoining development. The proposed building on the lot will act to shield noise and activity from the loading bay areas to the Place of Public Worship, supporting improved amenity. Correspondence from the adjoining owner has been provided ( <b>Appendix R</b> ) which demonstrates satisfaction with the proposed boundary interface arrangements.
9) Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.	Y	Refer to the Architectural Plans ( <b>Appendix C</b> ) and Landscape Plans ( <b>Appendix F</b> ).

Control	Compliance (Y/N)	Comment
10) Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	Y	Refer to the Landscape Plans ( <b>Appendix F</b> ).
11) Paving, structures and wall materials should complement the architectural style of buildings	Y	Compliant for Stage 1. Capable of compliance and subject to detailed DA assessment for the future stages of development.
<p>12) The selection and location of proposed trees and other landscaping plants is to be consistent with the preferred trees identified in Appendix C;</p> <ul style="list-style-type: none"> <li>Consider the use of local native vegetation communities;</li> <li>Re-use of native plants or topsoil removed during earthworks;</li> <li>Contribute to the management of soil salinity, water levels and soil erosion;</li> <li>Ensure tree species being low maintenance and drought tolerant;</li> <li>Consider the capacity of the species to contribute to tree canopy cover;</li> <li>Ensure invasive turf (including Kikuyu) is not used in areas adjoining remnant vegetation within environmental conservation and recreation areas and riparian corridors, or within landscape buffers;</li> <li>Incorporate a diverse range of flora species for to increase species resilience; and</li> <li>Consider service authority requirements in easement locations.</li> </ul>	Y	Refer to Landscape Report and Plans ( <b>Appendix F</b> ).
<p>13) Street tree planting is to:</p> <ul style="list-style-type: none"> <li>Target a minimum container pot of 75L;</li> <li>Provide continuous canopy along road corridors, including appropriate spacing;</li> <li>Be setback a minimum 600mm from the back of kerb to tree centreline; and</li> <li>Take account of sight line requirements near intersections.</li> </ul>	Y	
14) Sufficient area/space is to be made available to allow trees to grow to maturity and not damage local infrastructure.	Y	
15) No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales shall be used.	Y	
16) Local Indigenous groundcovers should be considered as a turf alternative in areas not specifically designed for pedestrian use.	Y	
<b>4.2.4 Communal Areas</b>		
1) Each building shall be provided with at least 1 communal area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.	Y	Communal areas with seating is provided on Lot F, adjacent to the building offices. The communal areas receive a minimum 2 hours' sunlight per day between 11am and 3pm. Communal areas for future buildings on the site are shown indicatively on the plans, however, will be subject to detailed assessment in future development applications. Refer to Architectural Plans ( <b>Appendix C</b> ).
2) In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.		
3) Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water etc. commensurate with the scale of the development,		

Control	Compliance (Y/N)	Comment
activities, and anticipated number of workers. Consider opportunities for small scale active recreation uses, such as a basketball half court or table tennis.		
4) Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.		
5) Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.		
4.2.5 Building Design		
1) Developments with a construction cost of \$1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)).	Y	Each applicable individual development lot with achieve a 4 star Green Star rating. The initiatives to achieve the rating that are being considered for the sustainable design and construction are detailed throughout the Sustainability Report prepared by Cundall ( <b>Appendix S</b> ).
2) An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.	N/A	An Access Report is not required for the development.
Siting/Building Orientation:		
1) Buildings shall be oriented so building frontage is parallel with the primary street frontage.	Y	Refer to the Architectural Plans ( <b>Appendix C</b> )
2) Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	Y	Refer to the Architectural Plans ( <b>Appendix C</b> )
3) Siting and building orientation shall consider landscaping requirements (refer Section 4.2.3), including the best location for tree planting to shade and screen development.	Y	Refer to Landscape Report and Plans ( <b>Appendix F</b> ).
4) Building design should minimise overshadowing within the site and on adjoining buildings.	Y	Shadow diagrams for 9am, midday and 3pm are provided in the Architectural Plans ( <b>Appendix C</b> )
5) Buildings should be oriented so that loading, servicing and large areas of car parking (i.e., greater than 20 spaces) are accommodated to the rear or the side of the site and not directly visible from the public domain.	N	This matter was raised with DPE during a meeting dated 15 February 2020. The proposed concept layout for Lots L to M has been considered by both the applicant and DPE to provide improved functional efficiency and reduce noise emissions to surrounding future receivers which is considered on balance to provide a better outcome for the site and surrounding receivers, compared to placing loading and service areas directly adjacent to the future Place of Public Worship south of the site. Refer to <b>Section 8</b> in the RTS Report for further explanation and assessment of the non-compliance against section 1.5.2 of the MRP DCP.
Architectural Design	Y	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of compliance however, this will be addressed in future development applications. Refer to the Architectural Plans ( <b>Appendix C</b> ) and Design Statement ( <b>Appendix D</b> ).
6) The design of facades along the primary street frontage(s) should strengthen passive surveillance and streetscape character, such as through the use of glazing for the office or administration components of the building.		
7) External finishes should contain a mix of materials and colours and low reflectivity to minimise		

Control	Compliance (Y/N)	Comment
<p><i>glare and reflection.</i></p> <p>8) Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.</p> <p>9) In visually sensitive locations, such as adjoining the Mount Vernon rural-residential area, the colour and material palette should utilise muted tones of the natural landscape and avoid bright bold colours and textures.</p> <p>10) Large expanses of wall or building mass should be relieved by the use of articulation, variation in construction materials, fenestration or alternative architectural enhancements (refer Figure 19 and Figure 20).</p> <p>11) Energy efficient design principles shall be employed in all building designs (Figure 21).</p> <p>12) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.</p> <p>13) Courtyard and screen walls shall be in the same material as the building facades.</p> <p>14) The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.</p> <p>15) The design of the main office and administration components shall:</p> <ul style="list-style-type: none"> <li>• Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition;</li> <li>• Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and</li> <li>• Incorporate the principles of Universal Design.</li> </ul> <p>16) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.</p> <p>17) Roof design must provide natural illumination to the interior of the building.</p>		
<p><i>Environmentally Sustainable Design</i></p> <p>18) Development applications shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of:</p> <ul style="list-style-type: none"> <li>• Building and window orientation;</li> <li>• Window size and glass type;</li> <li>• Material, colour and surface treatments (note control 19 in relation to roof colour);</li> <li>• Insulation;</li> <li>• Landscaping and trees to provide shade and moderate the building microclimate;</li> </ul>	Y	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of compliance however, this will be addressed in future development applications. Refer to the Architectural Plans ( <b>Appendix C</b> ) and Design Statement ( <b>Appendix D</b> ).

Control	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>Natural ventilation and light with generous, all weather openings;</li> <li>Utilise extensive roof areas for energy and water collection;</li> <li>Air flow, ventilation and building morphology to support cooling; and</li> <li>Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.</li> </ul>		
19) Light coloured materials should be used in roof construction to reduce the urban heat effect.	Y	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of compliance however, this will be addressed in future development applications. Refer to the Architectural Plans ( <b>Appendix C</b> ) and Design Statement ( <b>Appendix D</b> ).
20) Building services, excluding manufacturing plant and operations, should promote: <ul style="list-style-type: none"> <li>Separate metering of water and electricity for multiple uses or tenants;</li> <li>Shut-off valves at stormwater outlets to trap toxic spills;</li> <li>Waterless urinals;</li> <li>Energy efficient lighting;</li> <li>Gas boosted solar hot water for staff amenities (kitchen, toilets, showers);</li> <li>Rainwater and recycled water for toilet flushing, irrigation or other non-potable uses;</li> <li>Waste heat recovery systems;</li> <li>Integrated systems for energy generation – waste and water;</li> <li>Air-cooled systems, ground source heat rejection or pond heat rejection; and</li> <li>Energy storage systems combined with the use of photo voltaic cells for roof areas.</li> </ul>	Y	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of compliance however, this will be addressed in future development applications. Refer to the Architectural Plans ( <b>Appendix C</b> ) and Design Statement ( <b>Appendix D</b> ).
21) Measures to improve air quality and visual and thermal comfort to be considered include: <ul style="list-style-type: none"> <li>Low VOC paints and low-formaldehyde floor covering, adhesives and furniture;</li> <li>Glazed facades to be shaded and/or use performance glass to control radiant heat;</li> <li>Occupant control of comfort parameters (e.g. operable windows, control of air flow);</li> <li>Protection from noise (e.g. open windows or between production and office areas);</li> <li>Provision of quality landscaped outdoor amenity areas for staff;</li> <li>Hydronic heating and ceiling fans; and</li> <li>Materials with low reflectance values.</li> </ul>	Y	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of compliance however, this will be addressed in future development applications. Refer to the Architectural Plans ( <b>Appendix C</b> ) and Design Statement ( <b>Appendix D</b> ).
<b>4.2.6 Design of Storage Areas</b>		
1) Storage areas are to be located within the building, where practical.	Y	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of compliance however, this will be addressed in future development applications. Refer to the Architectural Plans ( <b>Appendix C</b> ) and Design Statement ( <b>Appendix D</b> ).
2) External storage areas must be located behind the front building setback, not be visible from a public place, and be consistent with the design of the primary development. The following matters must be addressed in designing external storage areas:		

Control	Compliance (Y/N)	Comment
<ul style="list-style-type: none"><li>• The proposed height and on-site arrangement of stored goods;</li><li>• The visual and amenity impact of the storage area and how this is proposed to be minimised (orientation, screening with landscaping and/or solid fencing, etc.), particularly where the development interfaces with Mount Vernon;</li><li>• Access arrangements; and o Noise, odour and safety issues.</li></ul>		Statement ( <b>Appendix D</b> ).
3) For sites with multiple frontages, either to roads or other public spaces, the location and orientation of external storage areas shall minimise visual impact from all potential viewpoints.		
4.2.7 Storage, Transportation, Handling and Processing of Chemical Substances		
1) Development involving the storage, transportation and processing of chemical substances shall have regard to the requirements of State Environmental Planning Policy No. 33 - Hazardous and Offensive Development.	N/A	Development involving the storage, transportation and processing of chemical substances is not proposed. In the case such is proposed in a future building on the site, it will be subject to assessment against SEPP 33.
2) A Chemical Use and Storage Report is to accompany development applications involving the storage, transportation and/or processing of chemical substances, except where: <ul style="list-style-type: none"><li>• The chemicals are of household or hospital grade and used for routine cleaning;</li><li>• The total quantity of chemicals used or stored does not exceed 100 litres; or</li><li>• The chemicals are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment.</li></ul>		
3) Development applications shall outline methods for the storage and handling of chemical substances and measures to manage potential spills, such as bunding developed in accordance with the EPA's Bunding and Spill Management Guidelines.		
4.2.8 Signage and Estate Entrance Walls		
1) All advertising is required to be: <ul style="list-style-type: none"><li>• Constructed of high quality, durable materials;</li><li>• Considered in conjunction with the design and construction of buildings;</li><li>• Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and</li><li>• Contained wholly within the site.</li></ul>	Y	A Signage Plan for the whole estate is included in the Architectural Plans ( <b>Appendix C</b> ). Details are provided for the proposed Warehouse on Lot F.
2) Free standing pylon signage must not exceed 10m in height from finished ground level and 2m width. No signage is permitted in the bottom 2m of the structure.	Y	
3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	Y	
4) Sky signs and roof signs that project vertically above the roof of a building are not permitted.	Y	
5) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level. 6) Signs should generally be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural	Y	

Control	Compliance (Y/N)	Comment
<i>style and in a location that would be enhanced by signage at different elevations.</i>		
7) Signs are to be contained fully within the confines of the wall or awning to which it is mounted.	Y	
8) In the case of multiple occupancy of a building or site: <ul style="list-style-type: none"> <li>Each development should have a single directory board listing each occupant of the building or site;</li> <li>Only one sign is to be placed on the face of each premises either located on or over the door; and</li> <li>Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.</li> </ul>	Y	
<b>Illuminated Signage</b>		
9) Illuminated signs are not to detract from the architecture of the building during daylight.	N/A	No illuminated signage is proposed.
10) Illumination (including cabling) of signs is to be either: <ul style="list-style-type: none"> <li>Concealed;</li> <li>Integral with the sign;</li> <li>Provided by means of carefully designed and located remote or spot lighting</li> </ul>		
11) A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment.		
12) Up-lighting of signs is prohibited. External lighting of signs is to be downward pointing and focused directly on the sign and is to minimise the escape of light beyond the sign.		
13) A maximum of one illuminated sign is permitted on each elevation of each building.		
14) Illuminated signage shall be oriented away from residential receivers.		
<b>4.2.9 Safety and Surveillance</b>		
1) A Crime Risk Assessment Report must be prepared for the development of new buildings.	Y	A Crime Prevention Through Environmental design report is included at <b>Appendix G</b> . The report has considered the proposed development layout, built form and landscaping.
2) Buildings should be designed to overlook public domain areas and provide casual surveillance.		
3) Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.		
4) Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.		
5) Development should provide clear sight lines and well-lit routes between buildings and the street, and along pedestrian and cycle networks within the public domain.		
6) Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.		



Control	Compliance (Y/N)	Comment
4.2.10 Lighting		
1) Lighting details shall be provided as part of development applications.	Y	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of compliance however, this will be addressed in future development applications. Refer to the Architectural Plans ( <b>Appendix C</b> ) and Design Statement ( <b>Appendix D</b> ).
2) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.		
3) Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.		
4) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites or sensitive receivers, such as rural-residential areas.		
4.2.11 Fencing		
1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	Y	A Fencing Plan for the whole estate is included in the Architectural Plans ( <b>Appendix C</b> ) and Landscape Plans ( <b>Appendix F</b> ). Details are provided for the proposed Warehouse on Lot F. A combination of palisade and chain wire fencing is proposed with palisade fencing being used for street frontages.
2) Palisade fencing is encouraged.		
3) Solid fences above 1 metre in height are not permitted along street frontages.		
4) No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.		
5) High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line (refer to Figure 22). The design of the landscape setback should consider site security management.		
4.3 Amenities		
4.3.1 Noise and Vibration		
1) Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.	Capable of compliance	
2) Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).	Y	A Noise and Vibration Impact Assessment (NVIA) accompanies the SSDA (provided as Appendix J of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021). The NVIA has been updated ( <b>Appendix T</b> ).
3) An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods.		
4) An Acoustic Report shall be prepared for developments within 500m of rural-residential areas and other sensitive receivers, including educational establishments.		

Control	Compliance (Y/N)	Comment
5) <i>Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.</i>	Y	The Project Acoustic Engineer has been liaising with the DPE on addressing cumulative noise assessment matters and the matters raised by DPE in their RFI letter. It was agreed that a cumulative noise assessment, including the site as well as the potential future areas based on the application of the EPA for a cluster of industries is to be undertaken. This will include an effective penalty to the amenity noise level based on the EPA. Refer to Section 5.1.1 of the Updated Acoustic Assessment.
6) <i>The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.</i>	Noted	
7) <i>Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.</i>	Y	
8) <i>Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.</i>	Y	
9) <i>Development shall comply with the relevant Australian Standards for noise and vibration.</i>	Y	
10) <i>A qualified acoustical consultant is to certify any acoustic design measures have been satisfactorily incorporated into the development at construction certificate stage and validate the criteria at occupation certificate stage.</i>	Noted	
<b>4.3.2 Trading and Operating Hours of Premises</b>		
1) <i>The consent authority shall have regard to the likely impact of the trading hours of a particular activity on the amenity of adjoining sensitive receivers including rural-residential areas and educational establishments.</i>	Noted	
<b>4.3.3 Air Quality</b>		
1) <i>Any development likely to, or capable of, generating air emissions must comply with the Protection of the Environment Operations Act 1997 and associated regulations.</i>	Noted	
2) <i>An Air Quality and Odour Assessment is required for development that may have an adverse impact on local and regional air quality, including construction impacts on adjoining rural-residential areas.</i>	Y	An Air Quality Assessment accompanies the SSDA (provided as <b>Appendix R</b> of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021).
3) <i>The Air Quality and Odour Assessment should be in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2017) and/or The Technical framework - assessment and management of odour from stationary sources in NSW (EPA 2006) and include but not be limited to:</i> <ul style="list-style-type: none"> <li>• <i>Characterisation of all emissions;</i></li> <li>• <i>Measures to mitigate air impacts, including best practice measures; and</i></li> <li>• <i>Details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment.</i></li> </ul>		
4) <i>Developments that involve back up power generation of electricity with diesel equipment that has</i>	N/A	

Control	Compliance (Y/N)	Comment
<i>the capacity to burn more than 3 megajoules of fuel per second must include a best practice review of reasonable and feasible diesel emission reduction technology</i>		
<b>4.4 Earthworks and Retaining Walls</b>		
<b>4.4.1 Development on Sloping Sites</b>		
<i>1) Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.</i>	<b>Y</b>	The pad levels have been stepped to follow the significant changes in level (more than 15m) across the site as shown in the cross sections in the Civil Infrastructure Plans at <b>Appendix E</b> . The cross sections of the proposed development provided in the Architectural Plans ( <b>Appendix C</b> ) demonstrate that the buildings step up and down with the slope.
<i>2) Where practicable, site design shall balance cut and fill and minimise the extent of earthworks and need for retaining walls (refer Section 3.1).</i>	<b>N</b>	<p>The site requires import of only 8,861 m3 of fill, which is close to balanced. The cut / fill requirements within the site have been defined through multiple iterations and careful consideration of the following:</p> <ul style="list-style-type: none"> <li>• Undulating topography within the Mamre Road Precinct resulting in the requirement for extensive cut and fill operations to facilitate economic development and provide flexibility to cater for the range of industrial customer requirements.</li> <li>• Provisioning for connectivity to adjoining lands and managing existing upstream catchment flows.</li> <li>• Minimising height of retaining walls fronting Aldington Road and mitigating retaining walls fronting internal public road reserves.</li> <li>• Mitigate extensive cut in bedrock sub-surface units.</li> <li>• Meet the requirements for the site to cater for IN1 – General Industrial employment which requires large flexible allotments.</li> </ul> <p>Refer to the Civil Infrastructure Report and Plans (<b>Appendix E</b>). This issue is discussed further in <b>Section 8</b> of the Response to Submissions report.</p>
<i>3) A Geological Report is to be submitted with applications proposing to change site levels.</i>	<b>Y</b>	A Geotechnical Report accompanies the SSDA (provided as Appendix L of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021).
<i>4) Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards.</i>	<b>Y</b>	
<i>5) Level transitions must be managed between lots and not at the interface to the public domain</i>	<b>Partial non-compliance</b>	<p>The proposed development is generally compliant with these controls. Proposed retaining wall locations and cross sections / dimensions are provided in the Architectural Plans (<b>Appendix C</b>), the Landscape Plans (<b>Appendix F</b>) and the Civil Infrastructure Plans (<b>Appendix E</b>).</p> <p>The Open Space Edge Road (R05) is higher and not level with the adjoining open space / RE2 zoned land in the north-east corner of the site. The height</p>
<i>6) Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level).</i>		
<i>7) Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. An indicative tiered retaining wall is shown in Figure 23. The maximum cumulative height of any retaining walls</i>		

Control	Compliance (Y/N)	Comment
<i>adjoining the public domain is 6.0m.</i>		difference is provided through a retaining wall. This departure from the control, and an assessment of the departure against Section 1.5.2 of the DCP, is provided in <b>Section 8</b> of the RTS Report.
<i>8) The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped.</i>		
<i>9) The highest retaining wall element is to be suitably fenced for safety.</i>	<b>Y</b>	
<i>10) Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.</i>	<b>Noted</b>	A Fill Importation Protocol (FIP) will be prepared to set out the requirements for imported materials to the site. The FIP will apply to all soil and rock materials to be imported on to the site, providing a consistent approach to the management of materials.
<i>11) Where possible, fill material should be sourced from within the Precinct.</i>	<b>Noted</b>	The source of fill will depend on availability prior to construction.
<i>12) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.</i>	<b>N/A</b>	The proposed development is for large format warehouse and distribution purposes. Split level buildings are impractical for this purpose.
<i>13) All retaining walls proposed for the site are to be identified in the development application for the proposed development.</i>		Proposed retaining wall locations and cross sections / dimensions are provided in the Architectural Plans ( <b>Appendix C</b> ), the Landscape Plans ( <b>Appendix F</b> ) and the Civil Infrastructure Plans ( <b>Appendix E</b> ).
<i>14) Retaining wall design and materials shall complement architectural and landscape design.</i>		Proposed retaining wall locations and cross sections / dimensions are provided in the Architectural Plans ( <b>Appendix C</b> ), the Landscape Plans ( <b>Appendix F</b> ) and the Civil Infrastructure Plans ( <b>Appendix E</b> ).
<i>15) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use.</i>	<b>Y</b>	Addressed in CEMP ( <b>Appendix I</b> ).
<i>16) Earthworks in the floodplain must address Section 2.5 and Clause 2.40 of the I&amp;E SEPP.</i>		Refer to Section 2.5 – Control 16 above.
<b>4.4.2 Erosion and Sediment Control</b>		
<i>1) Development applications must include an Erosion and Sediment Control Plan (ESCP) prepared by a Certified Professional in Erosion and Sediment Control (CPESC).</i>	<b>Y</b>	An Erosion and Sediment Control Plan, prepared by a Certified Professional in Erosion and Sediment Control (CPESC) and is included in the CEMP ( <b>Appendix I</b> ).
<i>2) The ESCP is to be implemented under the supervision of a CPESC. The relevant consent authority will require the CPESC to regularly audit and certify that the works are suitable to protect Wianamatta-South Creek and its tributaries, including audit reports.</i>	<b>Y</b>	
<i>3) Soil erosion and sediment control measures are to be provided on-site before the commencement of any earthworks or development activity, in accordance with the approved ESCP. These must be maintained throughout the course of construction until disturbed areas have been revegetated and the soil stabilised to the satisfaction of the relevant consent authority.</i>	<b>Noted</b>	
<i>4) Development is to comply with the construction phase targets in Table 5.</i>	<b>Y</b>	
<i>5) Erosion and sediment control measures are to be installed in accordance with best practice (including Managing Urban Stormwater – Soils and Construction and Best Practice Erosion and Sediment Control, IECA).</i>	<b>Y</b>	
<i>6) The ESCP is to consider the following measures:</i> <ul style="list-style-type: none"> <li>Identify all areas likely to cause pollution of waterways from stormwater run-off and implement</li> </ul>	<b>Y</b>	

Control	Compliance (Y/N)	Comment
<p><i>appropriate devices to stop the risk of pollution;</i></p> <ul style="list-style-type: none"> <li>• <i>Divert clean water around the construction site to prevent contamination;</i></li> <li>• <i>Retain as much natural vegetation as possible and limit site disturbance;</i></li> <li>• <i>Control stormwater that enters the construction site from upstream;</i></li> <li>• <i>Divert stormwater from undisturbed upper slopes onto stable areas;</i></li> <li>• <i>Retain and stockpile all excavated topsoil for future landscaping;</i></li> <li>• <i>Prevent sediment/silt from entering adjoining property by installing sediment control devices at the low side of sites and wash down areas;</i></li> <li>• <i>Install high efficiency sediment basins to ensure compliance with the water quality target throughout the construction and building phases;</i></li> <li>• <i>Provide a single, stabilised entry/exit point to the site;</i></li> <li>• <i>Prevent sediment, including building materials, from reaching the road or stormwater system. Sediment is to be removed by sweeping, shovelling or sponging. Under no circumstances shall sediment be hosed;</i></li> <li>• <i>Where a work zone permit over public property is applicable, debris control devices are to prevent spillage of building materials into stormwater drains;</i></li> <li>• <i>Compact all drainage lines when backfilling;</i></li> <li>• <i>Connect downpipes to the stormwater system as early as possible;</i></li> <li>• <i>Revegetate all disturbed areas, after on-site works are completed; and</i></li> <li>• <i>Maintain all sediment control devices during earthworks and construction.</i></li> </ul>		
<b>4.5 Waste Minimisation and Management</b>		
<p>1) Development applications shall include a Waste and Resource Recovery Management Plan (WRRMP) 6 developed by an appropriate specialist. The WRRMP is to outline the waste likely to be generated by the development and methods of managing the generation, storage and disposal of wastes in an integrated way during construction and operation.</p>	Y	A Waste Management Report accompanies the SSDA (provided as Appendix M of the previous Response to Submissions Report prepared by Ethos Urban and dated 22 September 2021).
<p>2) The WRRMP should address the following matters:</p> <ul style="list-style-type: none"> <li>• The types and volumes of waste and recyclables generated;</li> <li>• Details of on-site storage and/or treatment of waste;</li> <li>• Disposal of waste generated which cannot be re-used or recycled; and</li> <li>• Ongoing management of waste during the operational phase of the development.</li> </ul>		
<p>3) Waste storage and collection areas should be:</p> <ul style="list-style-type: none"> <li>• Flexible in their design to allow for future changes in the activities and tenancies;</li> <li>• Located away from primary street frontage, where applicable;</li> <li>• Suitably screened from public areas to minimise noise, odour and visual impacts;</li> <li>• Designed and located to consider possible traffic hazards (pedestrian/vehicular);</li> </ul>		

Control	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>• Accessible to collection vehicles;</li> <li>• Compatible with the collection service(s) to be used; and</li> <li>• Designed to encourage the separation of materials.</li> </ul>		
<p>4) The design of waste storage and collection areas must consider:</p> <ul style="list-style-type: none"> <li>• Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers;</li> <li>• Placing food scraps in specialised containment bins, with regular collection;</li> <li>• Providing refrigerated garbage rooms where there are large quantities of perishable wastes and infrequent collections; and</li> <li>• Placing clinical or hazardous and liquid waste in specialised containment bins for collection by specialised services.</li> </ul>	Y	
5) Grease traps must be provided where there is a likelihood of liquid waste entering the drainage system (contact Sydney Water to obtain trade waste requirements).	Y	
6) For communal storage/collection facilities, each tenant should have a designated area.	Noted	
<b>4.6 Access and Parking</b>		
<b>4.6.1 Parking and Manoeuvring Areas</b>		
1) On-site car parking is to be provided to a standard appropriate to the intensity of the proposed development as set out in Table 11. Parking is to meet AS 2890 and AS 1428.	Y	The on-site parking provision is shown on the Architectural Plans ( <b>Appendix C</b> ) and the TMAP ( <b>Appendix N</b> ).
2) For activities not identified in Table 11, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) and AS 2890 should be referred to as a guide.	N/A	
3) Car parking and associated internal manoeuvring areas provided over and beyond the requirements of this DCP shall be calculated as part of the development's gross floor area.	N/A	
<b>Design of Parking and Manoeuvring Areas</b>		
4) The design of car parks and spaces must comply with the relevant Australian Standards.	Y	The on-site parking provision is shown on the Architectural Plans ( <b>Appendix C</b> ) and the TMAP ( <b>Appendix N</b> ).
5) The movement of pedestrians throughout the car park shall be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles.	Y	
6) Car parking areas for heavy vehicles should be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated. Permeable paving materials should be used where practicable.	Y	
7) The design of parking and access areas is to address WSUD principles (refer Section 2.4), including the use of permeable pavement materials in light vehicle parking areas.	Y	The car parking and access areas have been designed to contribute to the WSUD framework. Permeable paving however is not proposed to be used in car park areas as it was shown to have limited benefit to the water management strategy. Refer to the Civil Infrastructure report for justification of the approach ( <b>Appendix E</b> ).

Control	Compliance (Y/N)	Comment
<i>Appendix E).8) Parking areas should incorporate dedicated parking bays for electric vehicle charging.</i>	Y	16 Electric vehicle parking bays are identified for the Stage 1 Warehouse development on Lot F and shown on the Architectural Plans ( <b>Appendix C</b> ). Provision will be made for the future warehouses in the detailed development applications.
<i>9) Vehicle access is to be integrated into the building design as to be visually recessive.</i>	Y	
<i>10) Vehicular access must be swept path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.</i>	Y	A Swept Path Analysis for the access and loading bay areas is included in the TMAP ( <b>Appendix N</b> ). An analysis for the proposed intersection at the site is included in the Civil Infrastructure Plans (refer <b>Appendix E</b> ).
<i>11) Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas.</i>	Y	
<i>12) Internal directional signs are to be provided to assist site visitors in locating parking areas.</i>	Y	Refer to the Architectural Plans ( <b>Appendix C</b> )
<i>13) Car park design is to promote passive surveillance, incorporate active measures (e.g. cameras and security patrols) where necessary, and minimise dark areas through lighting.</i>	Y	
<i>14) Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.</i>	Y	
<i>15) Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.</i>	Y	
<i>16) Visitor parking should be provided outside the secured parking areas.</i>	Y	
<i>17) The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles.</i>	Y	
<i>18) Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).</i>	N/A	
<i>19) Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.</i>	Y	Refer to the Architectural Plans ( <b>Appendix C</b> )
<i>20) All loading and unloading areas are to be:</i> <ul style="list-style-type: none"> <li><i>• Integrated into the design of developments;</i></li> <li><i>• Separated from car parking and waste storage and collection areas;</i></li> <li><i>• Located away from the circulation path of other vehicles; and</i></li> <li><i>• Designed for commercial vehicle circulation and access.</i></li> </ul>	Y	Refer to the Architectural Plans ( <b>Appendix C</b> )
<i>21) Vehicular access to the loading / unloading area(s) is preferred off rear lanes, side streets and right of ways. Where appropriate, consider a single vehicular access point for the loading/unloading area(s) and waste collection area(s).</i>	Y	Refer to the Architectural Plans ( <b>Appendix C</b> )
<i>22) Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.</i>	Y	Carparking and hardstand areas will be constructed of light-coloured concrete paint.



Control	Compliance (Y/N)	Comment
23) Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable.	Y	
24) Access, parking, manoeuvring and loading facilities shall be in accordance with AS 2890 and Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 12. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments	Y	
<b>Bicycle Parking, Facilities and Storage</b>		
25) The following bicycle destination facilities for staff are to be provided: <ul style="list-style-type: none"> <li>• For ancillary office and retail space with a gross floor area over 2500m<sup>2</sup>, at least 1 shower cubicle with ancillary change rooms;</li> <li>• For industrial activities with a gross floor area over 4000m<sup>2</sup>, at least 1 shower cubicle with ancillary change rooms;</li> <li>• Change and shower facilities are to be located close to the bicycle storage areas; and</li> <li>• Where the building is strata-titled, the facilities are to be available to all occupants.</li> </ul>	Y	End of Trip facilities in accordance with the DCP have been provided for Lot F. Refer to the Architectural Plans ( <b>Appendix C</b> ).  The detail of bicycle storage facilities on other lots will be included in the future staged Das for the other buildings.
26) Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle	Y	Refer to the Architectural Plans ( <b>Appendix C</b> )
<b>4.6.2 Driveways</b>		
1) The road access to the site must provide for safe entry and exit, with appropriate traffic sight distance. All vehicles should enter/exit the site in a forward direction.	Y	Refer to the Civil Infrastructure Plans ( <b>Appendix E</b> ).
2) Driveways and access roads shall be designed in accordance with AS2890.1 and 2 – 2004.	Y	Refer to the Civil Infrastructure Plans ( <b>Appendix E</b> ).
3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development.	Y	Refer to the Civil Infrastructure Plans ( <b>Appendix E</b> ).
4) Driveways should be: <ul style="list-style-type: none"> <li>• Provided from lanes and secondary streets rather than the primary street;</li> <li>• Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;</li> <li>• Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways;</li> <li>• Located to minimise amenity impacts to adjacent rural-residential development;</li> <li>• Designed to avoid direct access across a site boundary with a major road. Auxiliary lanes (deceleration and acceleration) may need to be provided to minimise conflicts between entering / leaving traffic and fast moving through traffic; and</li> <li>• For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.</li> </ul>	Y	Refer to the Architectural Plans ( <b>Appendix C</b> ) and the Civil Infrastructure Plans ( <b>Appendix E</b> ).

Control	Compliance (Y/N)	Comment
5) Driveway widths must have swept turning paths tested for larger vehicle types such as 30m PBS Level 2 Type B vehicles and 36.5m PBS Level 3 Type A vehicles where appropriate.	Y	Swept Path Analysis for the access and loading bay areas is included in the TMAP ( <b>Appendix N</b> ).
6) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.	Y	Refer to the Architectural Plans ( <b>Appendix C</b> ) and the Civil Infrastructure Plans ( <b>Appendix E</b> ).
7) Driveways are to be sealed from the public road up to the parking areas.	Y	
8) New allotments must have direct access to dedicated public roads.	Y	
5. Other Developments		
5.1 Employment Service Hubs		
1) Indicative locations for employment service hubs are identified in the Mamre Road Precinct Structure Plan (refer Figure 2). An alternate location for an employment service hub may be considered, if: It is located at least 1km from other existing and/or planned employment service hubs; and o It does not preclude the provision of an employment service hub in a more accessible location.	N/A	
2) Development applications must demonstrate that the size, function and proposed use serves the daily convenience needs of the workforce in the zone or is for the benefit of the local workforce and businesses.		
3) Employment service hubs must not have an unreasonable impact on the viability of any other nearby established centre within an industrial or business zone.		
4) Uses are to be located within the primary street frontage to generate activity and interest on the street.		
5) Active transport paths and bicycle parking should be prioritised and incorporated into the design of the development.		
6) The built form should address co-located open space areas.		
7) Outdoor furniture and shading shall be provided.		