URBIS

APPENDIX E DRAFT MAMRE ROAD DEVELOPMENT CONTROL PLAN

The Draft Mamre Road DCP was placed on public exhibition in early November and was exhibited until Monday 7 December 2020. Once finalised, the Mamre Road DCP will be principal DCP for the site. The following table addresses the proposed developments compliance with the Mamre Road DCP.

Provision	Proposal	Compliance
Section 2: Precinct Planning Outcomes		
2.1 Mamre Road Precinct Structure Plan		
All development applications are to be generally in accordance with the Precinct Structure Plan (Figure 2), the water cycle management and local road network strategy for the Precinct.	The concept masterplan is generally consistent with the Precinct Structure Plan as it provides industrial uses and an environmental conservation corridor with landscaping to provide a transition between the environmental conservation zone and industrial development. The proposal seeks to realign the environmental corridor and improve its ecological condition. The concept masterplan adopts the local road network strategy for the Precinct including the Mamre Road widening, space to accommodate the potential integrated freight network and high order road that transects the site.	Generally compliant
When assessing development applications, the consent authority will consider the extent to which the proposed development is consistent with the Structure Plan, including cumulative and precedent implications for the planned infrastructure, and services and amenities provision.	The concept masterplan is generally consistent with the Structure Plan except for the proposed realigned environmental corridor. It is considered that the realigned corridor will result in an improved planning outcome as it will connect to the proposed	Generally compliant

Provision	Proposal	Compliance
	realignment located southern of the site as part of the neighbouring SSD-10448.	
Any proposed variations to the general arrangement of the Structure Plan, must be demonstrated by the applicant, to the consent authority's satisfaction, to be consistent with the Precinct Vision.	The proposed variation to the general arrangement of the Structure Plan has been justified in Section 6.1.7 of the EIS. The proposed realigned environmental corridor maintains consistency with the Precinct Vision as it will be landscaped to contribute to the ambitious tree canopy targets and implement the blue and green grid.	Yes
2.2.2 Biodiversity Certification		
Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.	Warehouse buildings have been sited to avoid adverse impacts on the proposed realigned environmental corridor. Building heights have been limited so to minimise overshadowing onto the environmental corridor.	Yes
Development located on land that has the potential to impact biodiversity prior to the approval of the CPCP is to be accompanied by a Biodiversity Development Assessment Report.	A BDAR is submitted with the SSDA at **Appendix R**.	Yes
Where development is proposed to impact on an area of native vegetation, it will be demonstrated that no reasonable alternative is available. Suitable ameliorative measures will also be proposed (e.g. weed management, rehabilitation, nest boxes).	The proposal involves the removal of 2.21ha of native vegetation (representing 7% of the site). Site clearing is required as part of site preparation works for the estate. It is proposed to re-vegetate the estate with native flora species as part of the estate-wide indicative landscape masterplan and Stage 1 landscaping. A Vegetation Management Plan has been prepared for the site including the proposed environmental corridor and is provided at **Appendix**	Yes

Provision	Proposal	Compliance
	T. Ameliorative measures are proposed and are discussed in Section 6.1.2 of the EIS.	
A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.	A Weed Management Plan is submitted with the Vegetation Management Plan at **Appendix T**.	
2.2.3 Biodiversity Conservation and Management		
Minimise clearing of native vegetation within land zoned E2 Environmental Conservation and RE1 Public Recreation and riparian corridors. These areas are identified in Figure 3. Note: Clause 33K of WSEA SEPP also applies.	The proposal seeks to remove a total of 2.21ha native vegetation across the site which has been assessed and is identified as poor quality. Clause 33K of the WSEA SEPP has been considered accordingly (refer to the Mandatory Considerations Table at **Appendix B**).	Yes
No clearing of native vegetation shall occur within the Precinct without consent	The SSDA seeks consent for the clearing of native vegetation across the site.	Yes
A Vegetation Management Plan (VMP) for the rehabilitation and conservation of native vegetation and habitat is to be prepared for land located within E2 Environmental Conservation, RE1 Public Recreation or a riparian corridor	A VMP is submitted with this SSD at **Appendix T** and provides measures for the rehabilitation and conservation of native habitat as it relates to the proposed new E2 zone.	Yes
Asset Protection Zones (APZs) for bushfire protection purposes are to be located wholly within land zoned for IN1 General Industrial.	APZs are proposed along the boundary of the site, with parts of the APZs crossing either end of the E2 zone where the corridor extends beyond the site boundary. The entire remainder of the APZ is located wholly within land zoned IN1 General Industrial.	Generally complaint
Stormwater and road infrastructure, including pipelines and detention basins, are not to be located within land zoned E2 Environmental Conservation.	No stormwater or road infrastructure is proposed within the proposed realigned E2 Environmental Conservation zone. Refer to the Civil Drawings at **Appendix K**.	Yes

Provision	Proposal	Compliance
Provide a green vegetated landscape setback or public road to all land zoned E2 Environmental Conservation, RE1 Public Recreation, RE2 Private Recreation in accordance with Section 4.2.3. The landscape buffer should generally be vegetated with endemic tree species and shrubs.	A 5m landscape setback is proposed to either side of the proposed E2 Environmental Conservation zone and will be vegetated with endemic tree species and shrubs. Refer to the Landscape Masterplan at **Appendix I**.	Yes
The following infrastructure will be considered within the landscape buffer, providing impacts on the Environmental Conservation and Recreation zoned lands can be minimised: ▪ *Pedestrian and shared pathways.* ▪ *Street furniture.* ▪ *Stormwater and drainage infrastructure (refer to section 2.6.1)*	Infrastructure sited within the landscape buffer is limited to stormwater and drainage infrastructure, particularly bio-basin and embankment scour. Refer to the Civil Drawings at **Appendix K**.	Yes
In general, development should address lands zoned Environmental Conservation and Recreation zoned lands, and the associated buffer area to ensure the lands are managed appropriately, to provide amenity for workers and visitors, and passive surveillance. Ideally, a subdivisional road would be located between the buffer and development.	The configuration of Warehouses 3 and 2 promote the visibility and passive surveillance to the E2 zone by siting the office, which is the main point of visitation and break out spaces adjacent to the environmental corridor.	Yes
Where a vegetated landscape setback is provided to Environmental Conservation and Recreational lands and retained in private ownership, the consent authority may consider increased site coverage to offset the cost of delivering and managing the setback. This is to be considered on a case-by-case basis.	The proposed vegetation landscape setback and Environmental Conservation corridor is proposed to be retained in private ownership. The proposed YLE does not exceed any site coverage controls.	Yes
Threatened Species Assessment is to be undertaken for sites within 500m of an E2 Environmental Conservation zone to determine the presence of threatened species or their habitat. Building setbacks for particular threatened species, if present, are required in accordance with Table 3.	A BDAR is been prepared and is provided at **Appendix R**. The BDAR includes an assessment of threatened species for the site. The realignment of the existing E2 corridor will result in impacts to one threatened species habitat. Impact mitigation measures have been adopted as provided in Section 6.1.7 of the EIS.	Generally compliant

Provision	Proposal	Compliance
Development applications are to contain a Landscape Plan showing the location, extent and area of any existing native vegetation on the development site in accordance with Section 4.2.3.	Figure 7 of the BDAR at **Appendix R** shows the extend of existing native vegetation across the site.	Yes
A Flora and Fauna Assessment is to be submitted with all subdivision development applications.	A BDAR is submitted with the SSDA at **Appendix R** which includes and assessment of Flora and Fauna at the site.	Yes
Avoid impacts to habitat features which provide essential habitat for threatened species and other fauna including large trees including dead trees at (>50cm diameter at breast height) and avoid impacts to soil within the dripline of the retained trees.	Where the proposed removal and reinstatement of the environmental corridor will result in impacts to the one identified threatened species habitat, amelioration strategies have been adopted and include the purchase of species credits.	
Mitigation to be undertaken in accordance with the following best practice guidelines for threatened ecological communities: ▪ *Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC.* ▪ *Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).*	Refer to the BDAR at **Appendix R** which identifies the guidelines which have been adopted for mitigation measures.	No
Weeds of National Significance (WONS) and on the National Environmental Alert List under the National Weeds Strategy are to be managed and eradicated. Proponent to reference NSW Weed Wise for current weed identification and management approaches.	Appropriate weed control activities will be undertaken in accordance with the Greater Sydney Regional Strategic Weed Management Plan 2017 – 2022 following vegetation clearing and prior to construction in accordance with the Weed Management Plan at **Appendix R**.	Yes
All subdivision design and bulk earthworks are to consider the need to minimise weed dispersion and promote weed eradication. A Weed Eradication and	Refer to the Weed Management Plan which is contained within the BDAR at **Appendix R**.	Yes

Provision	Proposal	Compliance
Management Plan, outlining weed control measures during and after construction, is to be submitted with any subdivision development application.		
High intensity lighting 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.	The detailed design of the YLE will adopt the recommendations of the ESD and Greenhouse Gas Assessment, that is, designing external lighting to avoid releasing light into the night sky or beyond the site boundary.	Yes
Where a development footprint contains or is within 100 m of known microbat colonies or habitat likely to support microbat colonies, street lighting must not attract insects such as warm coloured LED light.	The proposal does not involve the provision of warm coloured LED lighting to the street.	N/A
Ensure movement of fauna is facilitated within and through wildlife corridors by: ▪ *Ensuring that activities do not create barriers to the movement of fauna along and within wildlife corridors.* ▪ *Separating fauna from potential construction hazards through the pre-construction and construction process.*	The proposal seeks to realign the existing E2 corridor whilst maintaining connections to the E2 zones north and south and east of the site to ensure that movement of fauna can occur following post-construction.	Yes
2.4 Aboriginal Heritage		
Sites of known Aboriginal Heritage and areas of high and moderate–high Aboriginal archaeological potential are identified in Figure 5.	Figure 5 identifies sites of Known Aboriginal Heritage and areas of high and moderate-high Aboriginal Potential across the southern part of the site.	Noted.
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).	An ACHAR has been prepared to support the SSD, refer to **Appendix U**. The findings of the ACHAR are provided in Section 6.1.5 of the EIS. It is noted that no registered Aboriginal sites are located within the subject site, however the site is considered archaeologically significant.	Yes

Provision	Proposal	Compliance
Any ground disturbance proposed in areas where cultural material has not been identified and/or is considered of low potential to occur should be subject to a due diligence investigation in accordance with DPIE and/or best practice guidelines.	Refer to the ACHAR at **Appendix U**.	Yes
Developments or other activities that will impact on Aboriginal heritage may require consent from the Heritage NSW, DCP under the National Parks and Wildlife Act 1974 (NPW Act) and consultation with the relevant Aboriginal communities.	All AHIMS within the vicinity of the site have received consent from the Heritage NSW for prior developments. Refer to the ACHAR at **Appendix U**.	Yes
Any development application that is within or adjacent to land that contains a known Aboriginal cultural heritage site, as indicated on Figure 5, must consider and comply with the requirements of the NPW Act. An Aboriginal Heritage Impact Permit (AHIP) issued under Part 6 of the NPW Act is required for any works which directly affect these sites.	All AHIMS within the vicinity of the site have received consent from the Heritage NSW for prior developments. Refer to the ACHAR at **Appendix U**.	Yes
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.	All AHIMS within the vicinity of the site have received consent from the Heritage NSW for prior developments. Refer to the ACHAR at **Appendix U**.	Yes
2.5 Riparian Land		
Within a riparian corridor, as indicatively identified in Figure 2 and Figure 3: ▪ *All existing native vegetation is to be retained and rehabilitated, except where clearing is required for essential infrastructure such as roads.* ▪ *Native vegetation is to be conserved and managed in accordance with the controls below.*	The proposal requires the realignment of the E2 Environmental Zone. All native vegetation is proposed to be removed across the site to allow for the required bulk earthworks and essential infrastructure services.	Yes
There should be no modifications to a natural (or historic) waterbody in its dimensions, depth or bank height unless the approval of Natural Resources and Assessment Regulator is obtained, including the enhancement of the ecological outcomes of the watercourse, hydrological benefits and ensure the long-term geomorphic stability of the watercourse.	NRAR has been consulted in regard to the proposed realignment of the E2 Corridor and 2nd Order stream. NRAR consider the proposed width of the stream to be acceptable, refer to Section 5 and Section 6.1.7 of the EIS for further discussion. The new corridor is	Yes

Provision	Proposal	Compliance
	designed to provide enhanced ecological outcomes, refer to the Civil Drawings at **Appendix K** for design details.	
Natural hydrological processes are to be maintained where possible, including natural vegetation and the flow regimes to maintain creek line stability and the health of terrestrial and aquatic plant communities.	The proposed corridor replicates the existing 2nd Order stream, whilst providing for improved ecological and waterway health.	
Existing flows of surface and ground water should not be altered through construction of channelled flows or the redirection or interruption of flows.	The proposed bulk earthworks required for the site will result in channelled flows through the realigned stream. The outcomes are considered acceptable, refer to the Vegetation Management Plan at **Appendix T**.	Minor non-compliance
Where a development is associated with or will affect a waterway of Strahler Order 2 or higher, rehabilitation will occur to return that waterway to a natural state.	The proposed realigned 2nd Order Strahler Stream will be reconstructed to mimic the natural state of the waterway.	Yes
Waterway crossings such as bridges are to be maintained to retain ecological connectivity and water quality.	The waterway is proposed to be conveyed beneath the access road to retain ecological connectivity and water quality.	Yes
Development within a riparian corridor should be avoided where possible to retain its ecological processes. Where development is unavoidable within the riparian areas, it will be demonstrated in the development application 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 Natural Resources Access Regulator (NRAR) Guidelines for Controlled activities on waterfront land - riparian corridors.	NRAR have confirmed that the existing 2nd Order Stream is not identified as waterfront land. The impacts on water quality, aquatic habitat and riparian vegetation are assessed in Section 6.1.7 of the EIS and can be adequately offset.	Yes
All riparian corridors should comprise a vegetated riparian zone along each side of the watercourse/channel.	A 5m vegetated landscape setback is proposed to either side of the realigned E2 zone.	Yes

Provision	Proposal	Compliance
The vegetated riparian zone should retain or be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).	Landscape setbacks to the E2 zone will be vegetated with native vegetation, refer to the Landscape Masterplan at **Appendix I**.	Yes
Private and public fencing should be located on the perimeter of the riparian corridor and avoid intersecting across watercourse channels or riparian corridors.	Chainwire mesh fencing is proposed on either side of the environmental corridor.	Yes
A managed buffer zone outside the vegetated riparian zone should be provided (where possible), to provide an additional buffer between development and the vegetated riparian zone. Land uses within the managed buffer zone could include roads, paths, playgrounds and stormwater management devices.	Buffer zones are provided on either side of the vegetated environmental corridor in the form of stormwater management devices, fire access trails and hardstand areas.	Yes
Bushfire asset protection zones should be located outside the vegetated riparian zones.	Bushfire asset protection zones are located outside of the vegetated environmental corridor.	Yes
Appropriate widths for vegetated riparian zones are dependent on the Order of Stream in accordance with the Strahler methodology. The width should be measured from the top of the highest bank on both sides of the stream/watercourse, excluding any managed buffer zone, and shall comply with the requirements outlined in Table 4. Riparian corridors will be assessed by Council and NRAR on merit.	A 35m environmental corridor is proposed, comprising a 25m E2 Environmental Conservation zone and 5m landscape setback on either side. NRAR have confirmed that the existing 2nd order stream is not considered waterfront land, furthermore, the corridor is in a poor ecological condition. As such, a 35m corridor is considered acceptable and to be assessed on merit.	Minor non-compliance
Enhancement of riparian corridors should, where possible: ▪ *Mimic natural hydrological regimes for watercourse treatments;* ▪ *Replicate the natural watercourse through creation of a meandering channel, rather than straight channels;* ▪ *Simulate natural roughness having regard to riparian requirements and flow velocities to sustain vegetation groupings. A watercourse's shape, smoothness of its channel and amount of vegetation in the channel all affect*	The enhanced environmental corridor has been designed with consideration to the DCP requirements to promote good waterway health and ecological conditions. Refer to the Civil Drawings at **Appendix K** and Section 6.1.7 of the EIS for further discussion.	Yes

Provision	Proposal	Compliance
the 'roughness' of that watercourse and the speed of water conveyed in the channel; ▪ *Minimise ongoing maintenance requirements through channel design;* ▪ *Establish a functional riparian zone and natural channel section;* ▪ *Maintain or create a full assemblage of vegetation with likely natural obstructions;* ▪ *Minimise likely damage to channel banks and vegetation from storm flow through channel design; and* ▪ *Ensure that the channel has the capacity for appropriate flood flows having regard to the steepness of the catchment; channel modifications and future liability for landowners, Council and government agencies.*		
Retain areas of the proteaceae shrubs for the Eastern Pygmy Possum along or adjacent to riparian areas to improve and maintain habitat connectivity	Microhabitats within the site are degraded, such that species including the Eastern Pygmy Possum are unlikely to occur.	Yes
Where a development adjoins riparian corridors, Council may require bank stabilisation works, measures to minimise pollution and sedimentation.	Bank stabilisation works are proposed as part of the realigned environmental corridor, refer to the Civil Drawings at **Appendix K**.	Yes
Where industrial land immediately abuts a riparian corridor, development shall be located and designed to achieve a satisfactory interface with the riparian corridor. Consideration must be given to issues such as surveillance of the riparian corridor, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat.	The design of the YLE, particularly Warehouse 2 and 3 is centred around the environmental corridor. Public domain areas and areas of high visitation including the ancillary offices are sited closer toward the environmental corridor to increase passive surveillance and enjoyment of the natural elements.	Yes
2.6.1 Stormwater Management		

Provision	Proposal	Compliance
Development must demonstrate how the proposed site design and water sensitive urban design measures contribute to the interim NSW Government stormwater catchment flow objectives for Wianamatta-South Creek Catchment. The combined effect of site design and site water sensitive urban design measures (including on-lot, on street and end of pipe measures) shall contribute no more than 1.9 ML/ha/year in mean annual runoff at any discharge point.	The SEI target of 2.0 has been adopted for the YLE in response to the alternate MARV control of 1.9ML/Ha/Yr. The adoption of the SEI over the MARV is considered a good balance between the desire from the DPIE to achieve acceptable waterway impact to South Creek with the ability to provide practical and economic measures to achieve the similar waterway health outcomes. It is noted that Stage 1 of the estate will contribute to no more than 1.9ML/ha/year in mean annual runoff. Refer to Section 6.1.6 of the EIS for further discussion.	Minor non-compliance
Any stormwater harvesting approaches will need to be consistent with a regional wastewater approach and the precinct water balance.	Rainwater harvesting is not proposed for the estate development, however future individual development lots will require re-use for non-potable applications. Internal uses include such applications as toilet flushing while external applications will be used for irrigation.	N/A
All stormwater treatment measures need to be designed with consideration for ongoing operation and maintenance.	Maintenance and monitor requirements are established for the ongoing operation of the stormwater system as described in **Appendix L**.	Yes
A Maintenance Plan for stormwater treatment measures is to be submitted with all development applications for approval.	As above.	Yes
All proposed industrial buildings are required to install a rainwater tank on the site for re-use of water in irrigation, industrial processes, toilet flushing, evaporative cooling or for other non-drinking purposes through a separate reticulated water supply system. The size of the tank should be determined in the calculation of	Rainwater tanks are proposed to each warehouse building for re-use of water.	Yes

Provision	Proposal	Compliance
required stormwater runoff volume reductions to meet NSW Government interim flow objectives for the Wianamatta-South Creek Catchment.		
Industrial developments must supply at least 80% of their non-potable demand using non potable sources including rainwater and recycled water.	Measures including rainwater reuse are proposed for non-potable water use with the demand on non-potable being reduced by 80%.	Yes
Applicants should target 35% pervious surfaces within lots and streets to ensure adequate management of stormwater runoff and contribute to mean annual runoff volume and water quality targets. Perviousness is to be calculated in accordance with the following index: ▪ *Deep soil (one metre or more in depth, connected subsoil) – 100%* ▪ *Shallow soil (less than one metre in depth, not connected to subsoil) – 75%* ▪ *Permeable pavement – 50%* ▪ *Hardstand – 0%*	The YLE achieves less than 35% pervious surfaces, which is typically the case of industrial type estates which require large development footprints and hardstand area. The adopted indexes for calculating perviousness are consistent with the draft MRP DCP control. Refer to the Civil Engineering and Water Cycle Management Strategy at **Appendix L**.	No
Water sensitive urban design measures to retain stormwater within the development footprint are outlined in the Integrated Water Cycle Management controls outlined in this DCP.	Detailed discussion regarding the proposed WSUD measures is provided in **Appendix L** and Section 6.1.6 of the EIS. The proposal is generally consistent with the objectives of section 2.6.1.	Minor non-compliance
The consent authority may consider stormwater management targets being satisfied on a developer estate level.	Refer to **Appendix L** and Section 6.1.6of the EIS. The proposal is generally consistent with the objectives of section 2.6.2.	Minor non-compliance
Major trunk drainage elements proposed are shown in Figure 6. Additional drainage infrastructure will be required to be provided upstream of these identified elements in conjunction with development of sites to achieve the desired stormwater management objectives. Whole of life costs and ease of maintenance will be critical considerations in determining the form of the final drainage option.	Trunk drainage elements identified in Figure 6 reflect the existing environmental corridor. A defined trunk drainage design has been prepared for the YLE and is proposed as part of Stage 1 works. Refer to the Civil Plans at **Appendix K**.	Yes

Provision	Proposal	Compliance
Development consent must not be granted on land which is to be serviced by this infrastructure until such time as it has been delivered to the satisfaction of the trunk drainage manager (Council or other).	A defined trunk drainage design has been prepared for the YLE and is proposed as part of Stage 1 works. Refer to the Civil Plans at **Appendix K**. Trunk drainage will be funded per the relevant contribution rate.	Yes
Existing flows entering the catchment are to be accommodated within the stormwater drainage infrastructure elements provided within development in the precinct.	Existing flows will be accommodated within the stormwater system. Refer to **Appendix L** for further discussion.	Yes
The additional drainage infrastructure is to be constructed by the developer of the land concerned.	A defined trunk drainage design has been prepared for the YLE and is proposed as part of Stage 1 works to be delivered by GPT. Refer to the Civil Plans at **Appendix K**.	Yes
All land identified by Council 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" as deemed application by Council, and created free of cost to Council.	Trunk service connections will be delivered by GPT as part of the Stage 1 works.	Yes
Trunk drainage infrastructure is to be retained in private ownership, unless otherwise agreed by Council.	Trunk drainage is proposed to be retained in ownership of GPT.	Yes
2.6.2 Stormwater Quality		
All development proposals must include a Water Management Strategy. The Water Management Strategy must include a Water Sensitive Urban Design strategy detailing the proposed stormwater flow and quality control measures and how these measures will be implemented as part of the development including ongoing management and maintenance responsibilities. The Strategy should include details of modelling to reflect how the mean annual runoff targets are met.	A Water Management Strategy has been prepared and includes a WSUD strategy. MUSIC Modelling is contained in **Appendix L** and demonstrated how the adopted runoff targets will be met.	Yes

Provision	Proposal	Compliance
All stormwater treatment measures, including infiltration, stormwater harvesting, and reuse will need to demonstrate that they do not increase existing urban salinity or result in increased salt loads in waterways, wetlands drainage lines or soils.	Stormwater treatment measures will not increase existing urban salinity or salt loads in waterways or soils. Refer to **Appendix L** for further detail.	Yes
Where water sensitive urban design basins are not provided to capture all runoff from lots and local roads before discharge to either the stormwater network or to planned regional stormwater infrastructure, Wianamatta Street Trees are to be incorporated into the local road network and designed in accordance with Figure 7.	WSUD basins are provided throughout the estate to capture runoff from lots and local roads.	Yes
When proposed development demonstrates compliance with the interim flow management targets for Wianamatta South Creek, it is expected that the following pollutant load reduction targets Table 7 will be achieved and contribute to the NSW Interim Water Quality objectives for Wianamatta South Creek	During the operational phase of the development, a treatment train incorporating the use of a proprietary filtration system is proposed to mitigate any increase in stormwater pollutant load generated by the development. Best management practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment. Refer to **Appendix L** for further discussion.	Yes
2.7 Flood Prone Land		
Where relevant, a comprehensive Flood Impact Risk Assessment (FIRA) is to be submitted with any development application on land identified as fully or partially flood affected.	A Flood and Overland Flow Assessment is submitted at **Appendix L**. The site is affected by overland flow and part of the southern portion of the site is flood affected in the PMF event.	Yes
The levels on the survey are required to be verified during construction by a survey certificate. The study shall incorporate: ▪ *A survey of the main watercourse;*	Surveys of the site is provided at **Appendix M** and cross referenced in the flood and drainage investigation at **Appendix L**.	

Provision	Proposal	Compliance
▪ *A survey of the site; and* ▪ *A detailed flood and drainage investigation which establishes the estimated 20% AEP, 1% AEP (100 year ARI) 0.2% AEP and Probable Maximum Flood levels including overland flow paths.*		
The applicant shall demonstrate to the satisfaction of the consent authority that: ▪ *The development will not increase the flood hazard, flood levels or risk to other properties;* ▪ *The development has incorporated appropriate measures to manage risk to life from flooding;* ▪ *If the development is to be located within the PMF, a flood evacuation plan will be required;* ▪ *The structure of the proposed building works shall be adequate to deal with the flood behaviour for a full range of floods identified in control 1;* ▪ *The proposed building materials are flood compatible with a full range of floods identified in control 2.7(1);* ▪ *The buildings and their access are sited in the optimum position to avoid flood waters and allow optimal vehicular flood access from the site for evacuation;* ▪ *That the impacts of climate change on flood behaviour has been considered;* ▪ *The proposed redevelopment will not expose any persons to unacceptable levels of risk or any property to unreasonable damage;* ▪ *Compliance of any existing buildings with the Standard - Construction of Buildings in Flood Hazard Area and the accompanying handbook developed by the Australian Building Codes Board (2012);*	Flood hazard and velocity mapping has been included in Section 8.5 of **Appendix L**. The assessment shows acceptable hazard ratings and limited change in existing hazard rating. Velocity and flood hazard change criteria have been met. The site is noted to be outside of the South Creek floodplain (being at higher elevation than the South Creek PMF flood extent), however is affected by overland flow associated with the second order watercourse within the E2 corridor. The development sites are noted to be above the 1% AEP and PMF levels related to overland flow in the watercourse and as such this presents low hazard to the development and future occupants of the development site. If surrounding low level roadways are affected during flooding, on site refuge is available. The development presents low/ no risk to existing community emergency management arrangements.	Yes

Provision	Proposal	Compliance
▪ *The proposed development will limit impact on riparian corridors and be designed and maintained to allow for natural stream processes; and* ▪ *Fencing does not impede the flow of flood waters/overland flow paths.*		
Floor levels shall be at least 0.5m above the 1% AEP (100 year ARI) flood.	The development sites are noted to be above the 1% AEP and PMF levels related to overland flow in the watercourse and as such this presents low hazard to the development and future occupants of the development site.	Yes
Flood safe access and emergency egress shall be provided to all new and modified developments.	Flood safe access and emergency egress is provided from the site. If surrounding low level roadways are affected during flooding, on site refuge is available. The development presents low/ no risk to existing community emergency management arrangements.	Yes
Consideration must be given to the impact on any overland flow path. Generally, Council will not support development obstructing overland flow paths. Development is required to demonstrate that any overland flow is maintained for the 1% AEP (100 year ARI) overland flow with consideration for failsafe of flows up to the Probable Maximum Flood (PMF). A merit based approach will be taken when assessing development applications that affect the overland flow	Refer to **Appendix L** for detailed analysis of the developments impact on the existing overland flow path and proposed dedicated flow paths for the 100 year ARI event.	Yes
Where existing natural streams do not exist, naturalised drainage channels are encouraged to ensure overland flows are safely conveyed via vegetated trunk drainage channels systems with 1% Annual Exceedance Probability capacity plus 0.5m freeboard. Constructed trunk drainage systems potentially increase peak flows by removing flood storage and increase conveyance. Any increase in peak flow must be offset using on-site stormwater detention (OSD) basins.	The proposal involves the construction of a new realigned stream corridor for drainage which mimics the 2nd order stream that exists on the site. OSD basins are proposed on either side of the realigned environmental corridor to capture and treat any flows conveyed from east of the site. Refer to **Appendix L** for further information.	Yes

Provision	Proposal	Compliance
All required flood detention is to be accommodated, on-lot, within the development site.	All OSD is proposed on-lot within the development site. Refer to **Appendix L**.	Yes
OSD must be sized to ensure no increase in 50% and 1% Annual Exceedance Probability peak storm flows at the Precinct boundary or at Mamre Road culverts. An allowance shall be made for any local roads that bypass OSD or any vegetated trunk drainage systems that increase peak flows through the precinct.	All OSD are sized to treat the whole estate catchment. Refer to **Appendix L**.	Yes
Earthworks up to the PMF must meet the requirements of Clauses 33H and 33J of the WSEA SEPP as well as Sections 2.7 and 4.4 of this DCP.	Refer to the Mandatory Considerations Table at **Appendix B**. The Earthworks up to the PMF meet the relevant requirements.	Yes
Development consent will not grant consent to filling of floodways and /or critical flood storage areas in the 1% AEP flood. The filling of other land at or below the 1% AEP but outside the floodways and critical flood storage will generally not be supported. In particular, an application to fill land shall also describe the purpose for which the filling is to be undertaken.	A minor import of earthworks has been shown in the concept analysis to enable buildings to be sited above the 1% AEP event with 500mm of freeboard and to enable drainage of sites by gravity. Refer to **Appendix L** for further discussion.	Yes
2.8 Bush Fire Prone Land		
Land identified as 'bushfire prone land' on the Penrith City Council Bushfire Prone Land Map is to address the bush fire protection measures in the Rural Fire Service publication Planning for Bushfire Protection 2019 (PBP) (as amended).	The site is identified as bushfire prone land and has been assessed to address the bushfire protection measures as required. Refer to **Appendix KK**.	Yes
A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land on the Bushfire Prone Land Map.	A Bushfire Assessment Report is provided at **Appendix KK**.	Yes
2.9 Salinity		
A detailed salinity analysis and Salinity Management Plan will be necessary if an initial investigation shows the site is saline or affected by salinity.	The Acid Sulfate Soil Advice and Desktop Investigation identifies that there are no known occurrences of potential acid sulfate soils P/ASS at the subject site. Further, with consideration of the	Yes

Provision	Proposal	Compliance
	site's geological setting, it is not expected that there will be P/ASS at the site. As such, no further investigation of ASS is required.	
2.10 Contaminated Land		
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.	A RAP is submitted with the SSD which identifies the presence of any contamination. Hazardous chemicals were identified at the site as discussed in Section 6.2.6 of the EIS. Subject to the remediation works being undertaken as identified in the RAP, the site can be made suitable for the proposed development. Refer to **Appendix BB** and **Appendix CC**.	Yes
All DAs 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.	A Preliminary Site Investigation is provided at **Appendix BB**, an assessment against SEPP 55 can be found at **Appendix EE**.	Yes
2.11 Aviation Safeguarding		
An Aviation Safeguarding Assessment is to be submitted detailing compliance with aviation safeguarding measures and the controls outlined below.	An Aeronautical Impact Assessment is submitted at **Appendix GG**.	Yes
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.	The height of buildings, landscaping and cranes do not impact on the Airport operations or create hazards. Refer to **Appendix GG**.	Yes
Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.	The proposed development is not a noise sensitive use. The development will be constructed to minimise impacts from aircraft noise.	Yes

Provision	Proposal	Compliance
Development does not create a permanent or temporary physical or transient obstruction in the operational airspace of the Airport and complies with the Airports Act 1996 and Airports (Protection of Airspace) Regulations 1996.	The development does not create any obstruction on airspace operations. Refer to **Appendix GG**.	Yes
Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces.	The development does not create any impacts on airspace operations in relation to light emissions or reflective surfaces.	Yes
External lighting must be downlights or shrouded lights.	Noted.	Yes
Development must not generate emissions into the protected airspace.	The proposed development will not generate emissions into protected airspace. Future development applications for use and fit out will be assessed in regard to airport safeguarding and emission.	Yes
Development must not attract wildlife which would create a safety hazard in the operations of the Airport.	The proposed development will minimise landscaping elements that attract birds of wildlife which could create hazard in airport operations.	Yes
Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes	Waste areas are currently provided within the hardstand area. Defined locations for bulk waste and communal waste storage areas will form part of future fit-out DAs.	No
2.14 Utility Services		
The developer shall liaise with relevant service providers to ensure adequate arrangements have been made to service the development. This includes water and sewer, electricity, gas (where required) and telecommunications.	All relevant service providers have been consulted as part of the infrastructure servicing arrangements. Refer to **Appendix X**.	Yes

Provision	Proposal	Compliance
The developer shall submit sufficient evidence at subdivision stage to demonstrate the satisfactory arrangements have been made to ensure the delivery and construction utilities and services connections.	Noted.	Yes
All utilities are to be accommodated in the road reserve. The design of roads will need to take this into consideration.	All utilities will be accommodated in the road reserve. Roads have been designed to accommodate required infrastructure services.	Yes
Utilities services are to be provided in accordance with the relevant service providers requirements.	The servicing strategy has been designed in accordance with relevant service providers advice. Refer to **Appendix X**.	Yes
Development consents will include a condition requiring the applicant to provide evidence that satisfactory arrangements to Sydney Water have been made for water supply and sewer services to the development.	Noted.	Yes
Applicants will be required to deliver water and sewer services upgrades (in accordance with current Sydney Water procurement guidelines) required to meet the anticipated demands for future industrial users.	Arrangements are proposed for the delivery of water and sewer services to the site as detailed in **Appendix X**.	Yes
2.15 Transport Investigation Areas		
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.	A 10m corridor has been provided to accommodate the potential WSFL.	Yes
Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and future access is not adversely impacted by development.	Consultation has been undertaken with TfNSW regarding the proposed concept masterplan and WSFL corridor. TfNSW did not raise any issues during their preliminary review, refer to the Engagement Table at **Appendix P**.	Yes

Provision	Proposal	Compliance
The WSFL corridor is not to be compromised by development, including any key rail and road interfaces with the Intermodal Terminal.	The 10m corridor provided for the potential WSFL will not be compromised by any development.	Yes
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.	The YLE is designed to accommodate the widening of Mamre Road.	Yes
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.	Consultation has been undertaken with TfNSW regarding the proposed concept masterplan. TfNSW have not raised any issues relating to the widening provision for Mamre Road.	Yes
Section 3: Precinct and Subdivision Design		
3.1 Subdivision		
Lots fronting biodiversity areas and corridors are required to have on-site drainage controls that prevent nutrient and erosion impacts on bushland.	On-site drainage is proposed for the YLE.	Yes
Lot design should maximise the conservation of natural features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.	The design of the estate accommodates the realigned environmental corridor entirely within Lot 1 which will be landscaped with native species to promote a high-quality ecological environment.	Yes
Lots adjoining or containing watercourses are required to maintain or establish native vegetation riparian corridors.	The realigned 2nd order watercourse be revegetated on either side with a landscape zone also provided, comprising native vegetation. Refer to **Appendix S**.	Yes
Perimeter roads should be provided for bushfire control and to improve outlook and amenity, but this should be balanced with the need to minimise impacts on vegetation.	Perimeter roads are provided to all of the proposed warehouse development sites. Adequate landscaping is provided on either side of the perimeter road.	Yes

Provision	Proposal	Compliance
Land zoned E2 Environmental Conservation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation of the land in accordance with a Vegetation Management Plan, including arrangements for ongoing monitoring and management.	The proposed E2 Environmental Corridor will be wholly contained within the Lot 1 development lot. A Vegetation Management Plan has been prepared for the corridor, refer to **Appendix T**.	Yes
Lots adjoining the intermodal terminal and integrated freight network should be larger lots to support the development of the intermodal terminal and co-located freight and logistics development.	The integrated freight line will cross three proposed lots which range in sizes from 134,763m^2 to 80,979m^2.	Yes
3.2 Views and Visual Impacts		
The design of subdivisions should respond to the significant landscape elements and view corridors identified in Figure 10. Development applications should demonstrate how the natural features of the site have influenced the design.	A view corridor crosses the southern part of the site, broadly following the existing riparian corridor without a beginning or end. As demonstrated in the Visual Impact Assessment an Urban Design report (**Appendix J**), warehouses have been sited to ensure that the view corridor is maintained.	Yes
Subdivision and building design should relate to the scale of adjoining rural residential buildings and consider the use of height transitions and building setbacks.	It is anticipated that all neighbouring properties zoned IN1 General Industrial will be redeveloped for industrial uses. The proposed development is of a typical scale which will complement to emerging and future character of the Mamre Road Precinct.	Yes
Site design is to combine mounding and vegetation screening to soften the visual impact of the industrial use, particularly on adjoining rural residential uses.	Mounding and vegetation screening is proposed to the Mamre Road frontage where there is greatest visual impact.	Yes
Uses and building elements that are likely to adversely impact the visual amenity of adjoining rural residential areas should be sited as far as possible away from the sensitive interface and integrate suitable landscaped screening.	As demonstrated in the Visual Impact Assessment (**Appendix J**) there are no visually sensitive residential receivers near the site.	Yes

Provision	Proposal	Compliance
Site design should promote visual connections with waterways, conservation areas, and open space.	The proposed development will retain the existing view corridor that transects the southern part of the site as well as creates a new view corridor where the realigned environmental corridor is proposed.	Yes
Enable physical ground plane connection between the development and natural areas.	Break out spaces are provided adjacent to the new environmental corridor to enhance connections between the proposed warehouses and natural areas.	Yes
Enable visual connection to provide passive surveillance of the open space and public domain.	Due to the stepped nature of the estate, good vantage points will be provided from Warehouse 3 down to the realigned environmental corridor and public domain areas.	Yes
Avoid barriers, such as fencing and walls, between environmental conservation open space areas and industrial uses.	Fencing is required to the E2 Environmental Conservation zone as per control 15 of section 2.5.	Yes
Creeks and waterways should be integrated as key features of the building and landscape design.	The proposed realigned watercourse is a defining feature of the YLE which will be complemented and enhanced by the proposed landscaping strategy (refer to **Appendix I**).	Yes
Landscape design and plant selection should provide continuity with the existing natural vegetation.	Plant selection for the YLE adopts a number of the species proposed to the realigned environmental corridor, refer **Appendix I**.	Yes
Lots adjoining Mamre Road should be designed in a manner that promotes high quality landscape character, including vistas.	Extensive landscaping is proposed to Mamre Road and across the YLE to promote high quality landscape character, refer **Appendix I**.	Yes
In general, buildings should not be sited on ridgelines, with lower building heights around ridgelines.	Due to the site's topography, stepped development is proposed for the estate which responds to the natural form, particularly around the ridgeline in the north-	Yes

Provision	Proposal	Compliance
	east corner. Various design treatments are adopted to minimise impacts of the proposed buildings, refer to Section 6.1.3 of the EIS.	
3.4 Transport Network		
The Mamre Road Precinct should be developed generally in accordance with the road network map identified in Figure 14.	The internal road network has been designed in accordance with the road network map at Figure 14.	Yes
Internal local roads are to be designed to: ▪ *create a permeable network that is based on a modified grid system;* ▪ *provide access to adjoining properties and not limit development on adjoining properties, including demonstration of impact on the development of adjoining lots;* ▪ *provide for pedestrian and cycle network and minimise travel distances and conflict with industrial traffic;* ▪ *maximise connectivity between industrial areas and community facilities, open space and employment hubs;* ▪ *take account of topography, view corridors and site drainage, and accommodate significant vegetation;* ▪ *provide frontage to and maximise surveillance of open space and riparian corridors;* ▪ *provide views and vistas to landscape features and visual connections to nodal points and centres; and* ▪ *maximise the effectiveness of water sensitive urban design measures.*	The proposed local industrial provides access to the isolated site at 772-782 Mamre Road and the North-South Access Road will provide future connections to northern properties. Pedestrian footpaths are proposed on either side of the proposed internal roads. Refer to the Concept Masterplan at **Appendix G**.	Yes

Provision	Proposal	Compliance
Access points shall be located so as to optimise safety, traffic flow and landscape opportunity. All parking shall be provided either on site or in centralised off-road locations.	Access points are provided in safe locations which will not impact traffic flow and will promote landscape detailing. Parking is provided on site.	Yes
Upgrading of Mamre Road shall be undertaken to accommodate the increases in traffic generated by this development.	The YLE accommodates the Mamre Road upgrade, and the Transport Management and Accessibility Plan considers future traffic scenarios to be generated by the widening.	Yes
No direct vehicle access to Mamre Road or Southern Link or distributer roads are permitted.	Initial vehicle access is required from Mamre Road via a Temporary Access Road until the point in time whereby the connections to Mamre Road from the southern property is provided. TfNSW have been consulted regarding this matter and did not raise any issues. Detailed drawings of the proposed access from Mamre Road and design of the Temporary Access Road are provided at **Appendix K**.	Yes
All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement.	No signalised intersections are proposed. The T-way intersection where the Local Industrial Road and Access Road meet will be supported by signage to ensure safe vehicle and pedestrian movement.	Yes
The internal road pattern is to facilitate 'through-roads' with cul-de-sac to be avoided unless dictated by topography or other constraints.	Two cul-de-sacs are proposed in the estate, one of which is required to accommodate the isolated site at 772-782 Mamre Road and the other will be removed and replaced with a through-road once the northern property is redeveloped.	
The proponent shall have regard to "Guide for Traffic Generating Development", Roads and Traffic Authority of NSW, October 2002.	Refer to the Transport Management and Accessibility Plan (**Appendix V**).	Yes

Provision	Proposal	Compliance
Development shall, where appropriate, be designed to: ▪ *Allow all vehicles to either leave or enter the site in a forward direction;* ▪ *Accommodate heavy vehicle parking and manoeuvring areas;* ▪ *Avoid conflict with staff, customer and visitor vehicular movements; and* ▪ *Ensure satisfactory and safe operation with the adjacent road system.*	Access to the site will be restricted to forward vehicle movements. Hardstand loading areas are provided to each warehouse to accommodate heavy vehicle parking and manoeuvring. Separate driveways are provided for car parking and loading. The estate is designed to respond to the broader Mamre Road Precinct Road Network Strategy.	Yes
Full details of the volume, frequency and type of vehicle movements shall be submitted with the development application.	Refer to the Transport Management and Accessibility Plan (**Appendix V**).	Yes
In general: ▪ *Turning circles will be required to be provided to accommodate the largest type of truck which could reasonably be expected to service the site.* ▪ *All developments must be designed and operated so that a standard truck may complete a 3-point or semi-circular turn on the site without interfering with parked vehicles, buildings, landscaping or outdoor storage and work areas; and* ▪ *Large-scale developments shall be designed to accommodate 26m B-double (PBS Level 2 Type B). In the case of the conversion of an existing development, should it appear that a truck turning circle may prove difficult; a practical demonstration may be required.*	Turning circles are provided at **Appendix K** and are designed to accommodate a 26m B-double which is the largest vehicle expected to service the site.	Yes
Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas shall be screened from the road.	Separate hardstand areas for the loading and unloading of trucks at each warehouse. The hardstand areas are screened from the road through landscaping treatments.	Yes
Proposed industrial roads must comply with the road configurations in Table 9.	The Local Industrial Road has been designed in accordance with the Type 1 configurations and the	Yes

Provision	Proposal	Compliance
	Access Road is designed according to the Type 2 configurations. Refer to **Appendix K**.	
Main industrial roads to each have a width capable of providing either four travel lanes or two travel lanes and two parking lanes	Roads are constructed to provide two travel lanes and two parking lanes. Refer to **Appendix K**.	Yes
The internal road network needs to be designed for 26m long B-double (PBS Level 2 Type B) and tested for a 36m long B triple (PBS Level 3 Type A).	The road network is designed to accommodate 26m long B-doubles which are the largest vehicles expected to access the site.	Generally compliant
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.	Kerb return radius' have been designed to accommodate B-Doubles which are the largest vehicles expected to access the site.	Yes
To improve safety for cyclists, separate cycle paths within the verge to avoid locating a bike lane adjacent to lanes carrying large trucks.	Cycle paths are not provided.	No
The internal road network is to incorporate a footpath of 1.5m on one side (minimum) and shared path of 2.5m (minimum) on the opposing side of the road.	Footpaths are proposed to either side of the road with a width of 1.5m. A 4.0m and 4.2m wide parking lane is provided on the opposing side of the road.	Yes
Industrial roads are to achieve the following performance objectives: ▪ *Provide direct access to industrial properties and interconnectivity with the adjoining road network;* ▪ *Provide for all classes of heavy vehicles and appropriate circulation;* ▪ *Provide dedicated on-street parking on both sides of the road;* ▪ *Provide a shared path or on road cycle ways; and* ▪ *Provide lighting in accordance with relevant Australian Standards.*	The proposed road network meets all the performance objectives except for the provision of cycle ways.	Generally compliant
3.4.2 Traffic and Transport Assessments, Studies and Plans		

Provision	Proposal	Compliance
A Transport Management and Accessibility Plan (TMAP) is to be prepared for all significant developments.	A Transport Management and Accessibility Plan is provided at **Appendix V**.	Yes
Development applications for major development proposals should be accompanied by an appropriate Traffic and Transport Report. The Traffic and Transport Report should detail the assessed impact of projected pedestrian and vehicular traffic associated with the proposal, with recommendations on the extent and nature of the traffic facilities necessary to preserve or improve the safety and efficiency of the adjacent road system.	The Transport Management and Accessibility Plan at **Appendix V** details the impact of pedestrian and vehicular traffic associated with the proposal and anticipated road network. Refer to Section 6.1.6 of the EIS for further discussion.	Yes
3.4.3 Western Sydney Intermodal Terminal and Freight Network		
Development is to enable the future delivery of an integrated freight network by preserving a dedicated freight corridor as shown in Figure 16.	Provision for a 10m corridor is made to accommodate a potential integrated freight network consistent with Figure 16.	Yes
The dedicated freight corridor is to have a minimum width of 10m and not prohibit the construction of the freight road meeting the design standards as identified in Table 10 and Figure 15.	As above.	Yes
Development applications for lots fronting Mamre Road shall make provision for the dedicated freight corridor as identified in Figure 16.	As above.	Yes
All fire compliant access roads are to be a minimum of 8.0m wide to safeguard for a precinct-wide integrated freight network.	Access roads are greater than 8m wide.	Yes
Development applications for lots with an identified access point (refer to Figure 16) shall demonstrate how access to and from the dedicated freight corridor will be achieved within the development site.	Site topography at this location is challenging meaning that access from the corridor to individual buildings will be difficult. This will need to be refined over time as the delivery of the Intermodal Terminal by others becomes clearer. Refer to Section 6.1.6 of the EIS for further discussion.	Subject to further refinement

Provision	Proposal	Compliance
All fire compliant access roads are to be a minimum of 8.0m wide to safeguard for a precinct-wide integrated freight network unless development applications can demonstrate how an integrated freight network can be safeguarded within their development.	All fire access roads are provided at a width of 8m.	Yes
The dedicated freight network should be designed to accommodate current higher performance freight vehicles, in accordance with AS 2890.2:2018 Parking Facilities, Part 2: 'Off-street commercial vehicle facilities'. The dedicated freight corridor is to be designed to accommodate Performance Based Standards (PBS) Level 2B vehicles. The design vehicle must also consider future implementation of autonomous vehicles with the integrated freight network able to be easily adapted to accommodate these vehicles.	The detailed design of the freight network does not form part of this SSDA. A 10m corridor for its future provision by others has been accommodated.	N/A
Minimum road widths, maximum grades and maximum rate of change of grade should be designed to accommodate a 26m long B-double (PBS level 2 type B) and tested for a 36m long B-triple (PBS Level 3 Type A) design vehicles with provision for future implementation of autonomous vehicles at a minimum 40 km/h operating speed (50 km/h design speed).	As above.	N/A
Section 4: General Requirements for Industrial Development		
4.2.1 Building Height		
Building height should respond to the natural landscape and scale of existing adjoining development, incorporating lower elements towards the street, pedestrian paths, adjoining rural-residential areas and areas of environmental value, such as riparian corridors and ridgelines.	The proposed building heights are consistent with the typical scale of large format industrial warehouses. Stepping of the development lots will retain elements of the existing site topography.	Yes
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.	The proposed building height is 14.6m from the ground level RL.	Yes

Provision	Proposal	Compliance
Building height must ensure direct solar access to public footpaths, open space and environmental areas, between the hours of 11:00am and 2:00pm at the winter solstice, 21 June. Shadow diagrams must be submitted demonstrating this outcome.	Solar diagrams are provided for the hours between 11am to 2pm in **Appendix H**. The building height does not result in overshadowing impact to the E2 Environmental Conservation zone during these hours however unavoidable shadow impacts do occur to parts of the corridor due to the required cut at the north-east site boundary.	Minor non-compliance.
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.	All building services located on the roof are below the maximum building height.	Yes
A Visual Impact Assessment to be submitted with development applications demonstrating that development will not adversely affect the scenic quality of: ▪ *The precinct, particularly when viewed from elevated locations.* ▪ *Wianamatta-South Creek.* ▪ *Adjoining rural-residential areas*	A Visual Impact Assessment is provided at **Appendix J**.	Yes
Buildings should be sited on mid-slope to avoid visual impact on ridges and to be in harmony with the existing landscape.	Buildings have been stepped to respond to the existing site topography and ridgelines.	Yes
On sloping sites, the building or buildings should be designed, where possible, so as to "step" physically up or down the site to avoid visual impact on ridges.	Buildings have been stepped to respond to the existing site topography and ridgelines.	Yes
Buildings located within visually sensitive locations (e.g. around ridgelines) should use materials that minimise visual impacts and reflectivity, such as green roofs. Visually sensitive areas are identified in Figure 8.	Brise soleil design has been adopted for Warehouse 1 and 3 to deflect sunlight toward the ground and minimise reflectivity. Refer to **Appendix H**.	Yes
4.2.2 Building Setbacks		

Provision	Proposal	Compliance
Building setbacks are to be in accordance with the standards outlined in Table 11.	Building setbacks are provided in accordance with Table 11, specifically: ▪ Mamre Road: 20m ▪ Lots fronting key access roads (Access Road): 12m ▪ Lots fronting all other roads (Local Industrial Road): 7.5m ▪ Rear and side boundaries: 5m ▪ WSFL setback: 5m ▪ E2 Environmental Corridor: 10m	Yes
Notwithstanding Control (1) above, no development other than the following development is permitted within the defined setback for any road, other than Mamre Road and potential Southern Link Road: ▪ *Landscaping;* ▪ *Maintenance/rehabilitation of biodiversity corridors or areas;* ▪ *Utility services installation;* ▪ *Accessways and driveways (not permitted in setbacks to designated roads);* ▪ *Fire access roads;* ▪ *Approved signage;* ▪ *Street furniture; or* ▪ *Drainage works.*	Only the permitted development is provided within the setbacks.	Yes

Provision	Proposal	Compliance
Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area: ▪ *Is within a setback which is at least 13m wide and set behind a landscaped area which is at 50% of the required setback;* ▪ *Promotes the function and operation of the development;* ▪ *Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and* ▪ *Does not detract from the streetscape values of the locality.*	Minimal areas of car parking are provided within the building setback, of which is greater than 13m wide and is setback behind a landscape area which is at least 50% of the required setback. The siting of car parking allows for a functional layout of development lots and will not detract from the streetscape values.	Yes
The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also Landscaping).	Setbacks and hardstand areas result in minimal visual impact and are complemented by landscaping to the street and driveways.	Yes
4.2.3 Landscaping		
Landscaped area is to be provided generally in accordance with the requirements set out in Table 12.	Landscaped area is provided in accordance with the requirements set out in Table 12, specifically: ▪ Mamre Road: 10m landscaped setback ▪ Access Road: average 50% of the building setback ▪ Local Industrial Road: Average 50% of setback along road frontage ▪ Rear boundary: 2.5m ▪ Side boundary: Nil.	Yes

Provision	Proposal	Compliance
	▪ E2 Environmental Conservation zone: 5m landscape setback	
A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.	A Landscape Masterplan is submitted at **Appendix I**.	Yes
Landscape design should contribute to the Greater Sydney Regional Plan canopy cover target of 40%	Trees are accommodated throughout the estate and will contribute to the Greater Sydney Regional Plan canopy cover target. Refer **Appendix I**.	Yes
Outdoor recreation areas for staff should be integrated into landscaped areas, where possible, to provide shade and an appropriate level of amenity and comfort.	Outdoor breakout spaces for staff are integrated into on-site landscaping.	Yes
Minimum of 15% of the site area is to be pervious. Achieved via either landscaping or the use of permeable paving materials.	Approximately 20% of the YLE will consist of pervious surfaces, achieved via extensive landscaping and the environmental corridor.	Yes
Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	Canopy trees are proposed to the Mamre Road frontage with a mature height which will adequately screen future warehouses.	Yes
Tree planting in the form of island planter beds should be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat effect and soften the hard surfaces.	Planter beds are provided at a rate of one per 10 spaces within the car park.	Yes
Existing remnant vegetation within front, rear and side setback areas shall be retained and enhanced as an integral part of the landscaping proposals for each development.	All vegetation at the site needs to be removed to allow for required site preparation works. Extensive landscaping treatments are proposed across the YLE to provide an enhanced landscape outcome.	Yes
Where sites back onto designated roads or the main access roads, setback areas shall be provided with mounded landscape screens.	Mounded landscape setbacks with trees are proposed to the Mamre Road frontage.	Yes

Provision	Proposal	Compliance
Screen planting with evergreen shrubs and trees is required to screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	Screen planting comprising shrubs and trees is proposed to development lot boundaries.	Yes
Paving, structures and wall materials should complement the architectural style of buildings on the site.	Paving and wall materials have been designed to complement the overall architectural design of the warehouse buildings and ancillary offices. Refer to **Appendix H**.	Yes
Sufficient area/space is to be made available to allow trees to grow to maturity	The proposed landscape setbacks are of a width sufficient enough to allow for trees to grow to full maturity.	Yes
Consolidate landscape areas to maximise space for deep soil, tree growth and aesthetic opportunities.	Continuous landscape areas are proposed to accommodate space for deep soil and tree growth whilst maintain the aesthetic qualities of the YLE.	Yes
No plant species that are considered a weed shall be used.	No weed species are proposed. Refer to **Appendix I** for a list of all proposed plant species.	Yes
4.2.4 Building Design		
Developments with a construction cost of $1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)), where appropriate.	The proposed development seeks to meet the Green Star benchmarks by adopting sustainable design and practices at future fit-out stages. Refer to **Appendix HH**.	Yes
An access report is required where disabled access is a requirement of the Disabilities Discrimination Act 1992.	A BCA Assessment Report is submitted at **Appendix LL**.	Yes
The design and layout of buildings must consider local climatic factors.	Landscaping and building design respond to the local climate and urban heat effect experienced within	Yes

Provision	Proposal	Compliance
	Western Sydney. Specific design treatments are provided in **Appendix I**.	
Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	Due to the nature of the proposed development, only the office elements seek to maximise solar illumination and heating provided by the north-easterly aspect.	Yes
Western orientations should be avoided to prevent excessive heating and the reliance on mechanical services to provide cooling.	The warehouse buildings are designed to limit western orientations.	Yes
Trees should be planted around the building to create shade, screening and wind breaks.	The landscaping scheme makes provision for trees and within defined setbacks and car park areas whereby shading and screening is most required.	Yes
Building design should minimise impacts of overshadowing within the site and on adjoining development.	Shadow diagrams are provided in **Appendix H**, demonstrating that the building design do not exacerbate shadow impacts.	Yes
Buildings should be oriented so that the building frontage is parallel with the primary street frontage.	Offices and main warehouse building entrances are generally parallel to the primary street frontage.	Yes
Building siting must allow for adequate setbacks landscaping, water sensitive urban design, tree planting and to strengthen envisaged character of the area.	The proposed development complies with all applicable setbacks and incorporates extensive landscaping to contribute to the adopted WSUD strategy.	Yes
Building siting and orientation should avoid construction over existing and required easements	There are no existing easements on the site.	Yes
Buildings should be oriented so that loading, servicing and areas of car parking greater that 20 spaces are accommodated to the rear or the side of the site. Only visitor carparking (under 20 spaces) is permitted at the front of the site.	No loading or servicing areas are sited at the front of the site. Any car parking that fronts the street is setback behind the required landscape setback which will provide visual screening.	Generally compliant

Provision	Proposal	Compliance
The design of buildings must reflect an industrial and commercial character of the precinct while responding to the adjacent scale and rural character of the area.	The architectural design of the warehouse buildings and offices are of a commercial/industrial character. Refer to the Design Statement at **Appendix H**.	Yes
Facades along the main street frontage(s) must provide a minimum of 30% glazing to strengthen passive surveillance and streetscape character.	Office facades along the street frontage achieve a minimum of 30% glazing.	Yes
Utilise a mix of materials and colours on the visible facades, to provide articulation and visual interest to the street.	Refer to the Design Statement at **Appendix H**.	Yes
External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas	Refer to the Design Statement at **Appendix H**.	Yes
The colour and material palette should utilise muted tones of the natural landscape and avoid incompatible bright bold colours and textures. The consent authority will have regard to the use materials in assessing development.	The colour and material palette utilises a mix of muted and bold tones to create a commercial character. Refer to the Design Statement at **Appendix H**.	Yes
Elevations fronting the street or public reserves or those that are visible from public areas and adjoining rural-residential areas, must present a building form of significant architectural and design merit. The construction of large, blank wall surfaces is not permitted in visually sensitive locations.	Detailed articulation is provided to the office buildings with a variety of colours and materials incorporated on warehouse facades. Refer to **Appendix G** for elevations.	Yes
Large unrelieved expanses of wall or building mass will not be supported, and as such should be broken up by the use of suitable building articulation, fenestration or alternative architectural enhancements.	As above.	Yes
The use of large, uninterrupted areas of metal cladding or untreated concrete surfaces for wall construction is not supported. Applicants shall vary materials or finishes for external walls to provide attractive streetscapes and quality building designs. The use of a single construction material shall be limited to 50% of a wall surface area	The breakdown of façade materials are as follows: ▪ 46% metal cladding wall ▪ 60% concrete wall ▪ 2% glazing	Minor non-compliance

Provision	Proposal	Compliance
	▪ 5% metal screen The minor exceedance of concrete wall is considered acceptable as a range of colours are incorporated to break up the material.	
All loading areas should be located towards the rear of allotments. Loading areas are to be screened from the view of primary road frontages through physical and/or vegetation screening.	Loading areas are screened and sited on the side of the warehouse building as required by the configuration of the warehouse buildings and topography of the site.	Yes
Details of samples of external materials and finishes shall be submitted with the Development Application	Refer to the Design Statement at **Appendix H**.	Yes
External materials should not have an index of reflectivity above 20%. A reflectivity statement is to be submitted with all building development applications.	Reflectivity is discussed in the Design Statement at **Appendix H**. A separate reflectivity statement is not submitted with this SSD and is not considered necessary.	Minor non-compliance
Energy efficient design principles should be employed in all building designs	ESD principles have been adopted for the development, refer to **Appendix HH**.	Yes
Walls shall be articulated to provide more varied streetscapes, particularly where visible from public roads or adjacent residential areas.	Walls have been articulated through a variety of materials and colours.	Yes
Part of the cross-section of buildings shall be projected to reduce apparent height and scale of external walls, including: ▪ *awnings and/or upper storeys that project above footpaths;* ▪ *roofs with eaves that project beyond external walls; or* ▪ *colonnades.*	The office components adopted projected elements including awnings to reduce the scale of the warehouse buildings.	Yes

Provision	Proposal	Compliance
Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	Articulation to the offices highlight the office entrance and nearby warehouse building entrances.	Yes
Courtyard and screen walls should be in the same material as the building facades.	Refer to **Appendix H** for a detailed breakdown of proposed materials.	Yes
Particular care should also be taken in: *designing roof elements; and* *locating plant and mechanical equipment including exhausts, so as to reduce their visual impact from elevated locations.*	Plant and mechanical equipment are shielded from the streetscape.	Yes
Any office and administration component is to be located to the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition.	All offices are located at the main frontage and are an articulated feature of the associated warehouse building.	Yes
The main office administration component is to have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage.	Office entry points are directly accessible from visitor car parking and the main street frontage.	Yes
The entry, design and layout of the main office or administration component is to consider the principles of Universal Design and incorporate, if possible: ▪ *A level or graded path from the car park area to the entrance.* ▪ *A level entry (no steps).* ▪ *An accessible toilet.* ▪ *Easy access doors and corridors.* ▪ *Accessible placement of switches, power points and window controls.*	The proposed office buildings are designed in respect to the principles of Universal Design. Refer to **Appendix LL**.	Yes

Provision	Proposal	Compliance
Roof design must provide visual interest and variation from the streetscape.	The roof component of warehouses and offices are designed so that they're not visible from the streetscape.	N/A
Roofs forms should generally be of low pitch to reduce the bulk of buildings.	Warehouse 1 and 3 roof forms are of a low pitch, refer to **Appendix G**.	Yes
Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.	The roof component of warehouses and offices are designed so that they're not visible from the streetscape.	N/A
Building services located in / on the roof, such as solar panels, HVAC systems, lift motor rooms, exhaust fans, must be screened from the façade with an integrated built element such as parapets.	Indicative locations for solar panels are provided. Any building services will be provided at the fitout stage.	Yes
4.2.5 Design of Storage Areas		
External storage of goods must be avoided, wherever possible.	External storage is not proposed.	N/A
Rainwater tanks are not to be visually intrusive from the main street frontage or other public areas.	Rainwater tanks are sited within loading areas and are not visually intrusive from public domain areas.	Yes
4.2.7 Signage and Estate Entrance Walls		
The dimensions of 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.	Pylon signage locations have been identified. The design of the proposed sign will form part of a separate DA.	N/A
Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	The proposed building identification signage have an area of less than $0.5m^2$ for every metre of lineal street frontage.	Yes
Flat mounted wall signs for business identification signage are to be no higher than 15 metres above existing ground level.	Wall signs do not exceed 15m above existing ground.	Yes

Provision	Proposal	Compliance
The sign is to be contained fully within the confines of the wall or awning to which it is mounted.	Proposed signage zones are sited fully within the confines of the associated wall.	Yes
4.2.9 Fencing		
Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	Only palisade fencing is proposed to street frontages.	Yes
Palisade fencing is encouraged.	As above. Use of chainwire mesh fencing is limited to the site boundaries and the environmental corridor.	Yes
4.2.10 Ecologically Sustainable Design		
Development applications should demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design.	ESD principles contained within **Appendix HH** have been incorporated into the design. Refer to **Appendix H** for further discussion.	Yes
4.3.1 Noise and Vibration		
An acoustic report shall be required for developments that are likely to generate high noise levels and for development within 500m of residential areas and other sensitive noise receivers, including seniors housing, places of public worship and educational establishments. The acoustic design report should refer to the relevant Australian Standards and State Government policies and guidelines relating to noise.	A Noise and Vibration Impact Assessment is provided at **Appendix II** and refers to the relevant Australian Standards and guidelines.	Yes
4.3.2 Trading and Operating Hours of Premises		
The hours of operation for premises involved in any type of employment generating activity shall be dealt with on a merit basis.	24 hour operation, 7 days a week is sought as part of this SSD.	Yes
4.3.3 Air Quality		

Provision	Proposal	Compliance
An Air Quality and Odour Assessment is required for industrial development that in the opinion of the consent authority, may have an impact on the air quality of in the region.	An Air Quality Impact Assessment is submitted at **Appendix JJ**.	Yes
4.4 Earthworks and Retaining Walls		
A Geotechnical Report is to be submitted with development applications proposing earthworks that change the levels of a site.	A Geotechnical Investigation is provided at **Appendix Y**.	Yes
Level transitions must be managed between lots and not at the interface to the public domain.	The proposed levels have been coordinated with the adjoining lots, with limited level change to occur at the Mamre Road frontage.	Yes
Excavation and fill in excess of 1.0 metre may be permitted to allow for the establishment of a level construction pad providing the excavations are adequately retained and drained in accordance with engineering requirements.	Details of proposed excavation and fill are provided at **Appendix Z**, those of which are generally in excess of 1.0m.	Yes
Finished ground levels adjacent to the public domain or public road dedication be no greater than 1.0m above the finished road level (or public domain level).	Finished ground levels are generally less than 1m to the adjacent roads towards the western part of the YLE.	Yes
Where a level difference must exceed 1.0m and adjoins the public domain or public road dedication, the resulting landscape setback must be increased to accommodate tiered retaining walls.	Tiered landscaped retaining walls are proposed to Warehouse 1 and 3 whereby level differences exceed 1.0m	Yes
Cut or fill retaining walls up to 3.0m in height are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped.	2m setback from public domain are provided whereby retaining walls exceed 3.0m. It is noted that shallow soil planting (as opposed to deep soil planting) has been provided between successive tiers of walls.	Yes
Fill retaining walls exceeding 3.0m in height, are to be provided with a 1.5m deep soil zone setback and landscaping from the property boundary, with the retaining	1.5m tiered retaining walls are provided whereby retaining walls exceed 3.0m. It is noted that shallow	Generally compliant.

Provision	Proposal	Compliance
wall stepped and a deep soil zone is to be provided between each tier. A maximum height of 3.0m for each retaining wall element is permitted.	soil planting (as opposed to deep soil planting) has been provided between successive tiers of walls.	
Where fill material is required to be imported to the site, all material is required to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM). Where possible, fill material should be sourced from within the Mamre Road Precinct.	Imported fill materials are guided by the Imported Fill Protocol at **Appendix Z**.	Yes
Any fill that is being transported from a development can only be transported to sites that are lawfully able to receive such material. The EPA legislation and guidelines should be consulted and consent should be sought for any such activity where required.	Information regarding potential transportation of fill is provided at **Appendix Z**.	Yes
Any VENM, ENM or material received under an EPA Resource Recovery Order and Exemption must be validated by a suitably qualified person to demonstrate that it is fit for its intended use.	As above.	Yes
On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.	Tiered building pads are provided across the site.	Yes
All retaining walls proposed for the site are to be identified in the development application for the proposed development. Retaining walls are to be kept to a minimum to reduce earthworks. Use of materials that complement the natural environment is encouraged.	Details of all proposed retaining walls are provided in the Civil Drawings at **Appendix K**.	Yes
During any earthworks, any topsoil should be preserved on site for re-use and should be stockpiled and covered to avoid dust or loss of topsoil. Refer to the Landscape Design Section of this Plan for controls on stockpiling topsoil on site.	Any topsoils to be preserved will be stockpiled in accordance with **Appendix K**.	Yes
Earthworks in the floodplain must consider Section 2.7 of this DCP and Clause 33H within the WSEA SEPP.	Refer to the Mandatory Considerations Table at **Appendix B** for assessment against Clause 33H of the WSEA SEPP.	Yes
4.4.2 Erosion and Sediment Control		

Provision	Proposal	Compliance
All applications for subdivision and development which involve site disturbance must be accompanied by an Erosion and Sediment Control Plan (ESCP).	An Erosion and Sediment Control Plan is submitted at **Appendix L**.	
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	All erosions and sediment control measures will be installed in accordance with the ESCP at **Appendix L**.	Yes
4.5.1 General Principles for the Provision of Services		
A Utilities Plan is to be submitted with all subdivision and new building development applications.	Refer to the Service Infrastructure Assessment at **Appendix X**.	Yes
4.6 Waste Minimisation and Management		
Applicants are to submit a Waste Management Plan when lodging a development application	A Waste Management Plan is provided at **Appendix FF**.	Yes
The Waste Management Plan must be supported by scaled waste management drawings that are to assist in demonstrating compliance with the provisions of this Plan.	Drawings are provided at **Appendix FF**.	Yes
Waste storage and collection areas should be: ▪ *Flexible in their design so as to allow for future changes in the operation, tenancies and uses;* ▪ *Located away from primary street frontages, where applicable;* ▪ *Suitably screened from public areas so as to reduce the impacts of noise, odour and visual amenity; and* ▪ *Designed and located to consider possible traffic hazards (pedestrian/vehicular) likely to be caused by the storage and collection of waste.*	Waste storage areas are located within the loading docks and are shielded from any roads or street frontages.	

Provision	Proposal	Compliance
Should a collection vehicle be required to enter the property, the driveway and manoeuvring area must be suitable for a collection vehicle in terms of both its strength and design.	Loading areas are accessible by 26m B-double trucks. Waste collection vehicles will be able to access the waste storage areas from the loading area.	Yes
Swept paths demonstrating adequate manoeuvring area are to be provided with the application.	Swept paths are submitted with **Appendix V**.	Yes
4.7.1 Parking		
Where relevant, development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	On-site loading facilities are provided to each warehouse building.	Yes
Table 12 Minimum Parking Rates: *Industries: 1 space per 200m^2 of gross floor area or 1 space per 2 employees, whichever is the greater* *Warehouses or distribution centres: 1 space per 300m2 of gross floor area or 1 space per 4 employees, whichever is the greater.* *Ancillary office space: 1 space per 40m2 of gross floor area*	Car parking has been provided in accordance with the minimum parking rates, refer to **Appendix V**.	Yes
Car space dimensions must comply with the relevant Australian Standards.	Car spaces comply with the relevant Australian standards.	Yes
The movement of pedestrians throughout the car park should be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles. The car parking and manoeuvring layout should be in accordance with the provisions of AS 2890.1 - 2004.	Separate footpaths are provided for the movement of pedestrians to minimise conflict with vehicles.	Yes
Provision of parking spaces for disabled persons should be in accordance with the Access to Premises Standards, the Building Code of Australia and AS2890.	Accessible parking space provision is made at a rate of 2% consistent with the BCA.	Yes

Provision	Proposal	Compliance
All car parking areas to be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated.	All car parking areas are constructed of durable material, parking bays and circulation aisles will be linemarked for delineation.	Yes
Vehicle access is to be integrated into the building design as to be visually recessive.	Vehicle access is integrated into the building design and is co-located with the associated office building. Landscape treatments make driveways visually recessive.	Yes
The design of parking and access areas is to address Water Sensitive Urban Design (WSUD) principles (refer Section 2.6).	Trees within planter boxes are provided at a rate of one to every 10 car spaces in accordance with the WSUD principles.	Yes
All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.	Only forward entry and exit is permitted. Swept path analysis for loading areas are provided in **Appendix V**.	Yes
Internal directional signs are to be provided to assist site visitors in locating parking areas.	The signage strategy incorporates wayfinding signage to the car park driveways.	Yes
The design of the car park should ensure that passive surveillance is possible and, where appropriate, incorporate active measures such as cameras and security patrols. Car parks should be designed to minimise dark areas through the provision of appropriate lighting.	Car parks are sited adjacent to ancillary offices which are heavily glazed, achieving passive surveillance.	Yes
Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.	Boom gates are provided to all car park and loading dock driveway entrances.	Yes
The design of car parks should ensure adequate separation of staff/visitor parking and loading dock circulation areas for heavy vehicles.	Separate hardstand areas are provided for car parking and loading.	Yes

Provision	Proposal	Compliance
Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with AS2890.	No proposed vehicle access ramps are less than 20m long. Ramp widths are in accordance with AS2890.	Yes
Loading docks associated with the development shall be provided on-site, with all loading and unloading activities occurring on-site.	All loading docks are provided on site.	Yes
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).	A separate vehicle access driveway is provided to each loading/unloading area.	Yes
All surfaces in the car park should be painted in light coloured paint or finished in light grey concrete to reflect as much light as possible.	Details of car park surfaces will be provided at the CC stage.	Yes
Reversing of heavy vehicles must only occur in designated loading bays and loading docks. No reversing of heavy vehicles is permitted in carparks or areas where pedestrians may be permitted.	Reversing of heavy vehicles will only occur within hardstand loading/unloading areas.	Yes
4.7.3 Access and Driveways		
The road access to the site should provide for safe entry and exit. All vehicles must enter/exit the site in a forward direction.	All vehicles will be required to enter and exit in a forward direction.	Yes
The design of the development driveway should take into consideration the traffic volumes of the surrounding road network.	Traffic volumes and the future road network have been considered in the design of the proposed driveways.	Yes
The driveway crossing and access roads shall be designed in accordance with the provisions of AS2890.1 and 2 - 2004 for car parking and commercial vehicles respectively.	Driveway crossing and access roads are designed in accordance with the provisions of AS2890.1 and 2 - 2004	Yes

Provision	Proposal	Compliance
Driveway widths must comply with the relevant Australian Standards and swept turning paths tested for larger vehicle types such as B-double (PBS Level 2 Type B).	Driveway widths comply with the relevant Australian Standards and swept turning paths tested for larger vehicle types such as B-double (PBS Level 2 Type B).	Yes
New road reservations and rights-of-way shall be dedicated or created at no cost to Council.	The proposed Temporary Access Road will be created at no cost to Council and will be retained in private ownership as a right-of-way.	Yes
New allotments must have direct access to dedicated public roads.	All development lots will have access to the proposed Access Road and Local Industrial Road which will be dedicated to Council.	Yes
Natural contours should be followed when designing and constructing driveways.	Details of the driveway design are provided in **Appendix K**.	Yes
4.7.4 Site Access and Servicing		
Development that fronts Mamre Road, the Potential Southern Link Road, or a classified road, shall ensure that: *The allotment of land was created in accordance with a subdivision approved pursuant to this DCP; and* *Access to the allotment is in accordance with the access arrangements approved with the subdivision.*	The YLE and proposed subdivision accommodates the Mamre Road widening.	Yes
Full details of the volume, frequency and type of vehicle movements shall be submitted with the development application.	Details of volume, frequency and type of vehicle movements are provided at **Appendix V**.	Yes
In general, turning circles will be required to be provided to accommodate the largest type of truck which could reasonably be expected to service the site. All developments must be designed and operated so that a standard truck may complete a 3-point or semi-circular turn on the site without interfering with parked vehicles, buildings, landscaping or outdoor storage and work areas. Large scale	The largest truck expected to access the site is a 26m B-double. Swept paths have been prepared accordingly and are provided at **Appendix V**.	Yes

Provision	Proposal	Compliance
developments shall be designed to accommodate 26m B-double (PBS Level 2 Type B).		
Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas shall be screened from the road.	Hardstand areas are proposed to each warehouse for the loading and unloading of trucks, with separate access driveways. All hardstand areas are screened from the road via street tree planting.	Yes
Major developments shall make adequate provision for bicycle parking.	Bicycle parking is not proposed as part of this SSD. Assessment of the need for, and provision of bicycle parking will form part of the future fit-out.	Yes