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Development Control	**Compliance**	**Planning Assessment**
2. Precinct Planning Outcomes		
2.1 Mamre Road Precinct Structure Plan		
1) 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. 2) 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. 3) 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.	**YES**	The proposal will be generally in accordance with the Precinct Structure Plan, water cycle management and local road network strategy. Any variation to the general arrangement of the Structure Plan will be consistent with the Precinct Vision and a detailed commentary has been provided below.
2.2 Biodiversity		
2.2.2 Biodiversity Certification		
1) Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.	**YES**	As illustrated in the Biodiversity Development Assessment Report (BDAR) (**Appendix 12**), the proposal will directly impact on approximately 0.16 ha of native vegetation (commensurate with two Plant Community Type (PCTs)), as well as 0.16 ha of Southern Myotis *Myotis macropus* habitat. Two (2) ecosystem credits and two (2) species credits will be retired to offset the removal of the native vegetation and Southern Myotis on the Site. A range of mitigation and management measures have been specified within Section 7 of the BDAR and **Section 6.12.7** of the EIS to mitigate indirect construction impacts, noting the native vegetation impacted as part of this development is located outside the site boundary in an area designated for road widening by Transport for NSW (TfNSW).

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		A Construction Environmental Management Plan (CEMP) will also be implemented to monitor and mitigate environmental impacts during construction works, and is provided at **Appendix 27**.
2) 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.	**YES**	A BDAR has been prepared to address the impacts on the biodiversity values on the Site. Further details are provided in the BDAR located in **Appendix 12**.
3) 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).	**YES**	Due to the earthworks required to facilitate develop of the Site as well as the future Mamre Road upgrade works to be undertaken by Transport for NSW (TfNSW), no reasonable alternatives are possible and a number of trees are required to be removed as part of the Proposal. Vegetation that will be cleared occurs in small, isolated patches and is located along the Mamre Road reserve, within the area designated for road widening under the Mamre Road Upgrade plans completed by TfNSW. On this basis there is no reasonable alternative available. Impacts will be minimised through standard construction and environmental management mitigation measures (such as pre-clearance inspections and hollow-bearing tree clearance supervision).
4) A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.	**YES**	Weeds occurring within the subject land are common with those occurring within adjacent vegetation to be retained. Increased transport of pathogens and weeds is unlikely to occur, but will be managed by biosecurity measures outlined in

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		the CEMP. A Weed Eradication and Management Plan will form part of the CEMP.
2.2.3 Biodiversity Conservation and Management		
1) 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.	**YES**	The proposal does not comprise land zoned E2 Environmental Conservation or RE1 Public Recreation. The Proposal does not involve the clearing of native vegetation within the riparian corridors.
2) No clearing of native vegetation shall occur within the Precinct without consent.	**NOTED**	Noted.
3) 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.	**YES**	The Site does not comprise land located within the E2 zone or RE1 zone. A CEMP detailing best practice environmental protection measures will be implemented for clearing of vegetation outside of these zones.
4) Asset Protection Zones (APZs) for bushfire protection purposes are to be located wholly within land zoned for IN1 General Industrial.	**N/A**	As addressed in the Bushfire Assessment Report (**Appendix 22**), the APZ and building construction requirements of Planning for Bushfire Protection 2019 (PBP) do not apply to industry uses. Adequate access for firefighting space is allowed for in the Lot 2 building plan in accordance with the recommendation of the Bushfire Assessment
5) Stormwater and road infrastructure, including pipelines and detention basins, are not to be located within land zoned E2 Environmental Conservation.	**YES**	No stormwater and road infrastructure will be located within any E2 zoned land.
6) 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.	**N/A**	The Site does not adjoin E2, RE1 or RE2 zoned land.
7) 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.	**N/A**	The proposal does not affect Environmental Conservation and Recreation zoned land.

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▪ Stormwater and drainage infrastructure (refer to section 2.6.1).		
8) 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.	**N/A**	The proposal does not affect Environmental Conservation and Recreation zoned land.
9) 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.	**N/A**	The proposal does not affect Environmental Conservation and Recreation zoned land.
10) A 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.	**YES**	Threatened species have been considered within the BDAR. Habitats for threatened flora species within the Site are largely considered degraded due to the high degree of management, agriculture and nearby vehicular traffic. PCT 835 and PCT 849 are identified within the Site as an isolated and edge affected linear patch within the Mamre Road reserve. In relation to threatened fauna, habitat within the Site is restricted to the Mamre Road reserve, which is highly degraded and subject to disturbance. Based on the presence of dams/waterways greater than 3 metres wide, there is a moderate likelihood of the dams forming potential foraging habitat for Southern Myotis. There are several other dams/waterways suitable for Southern Myotis within 5 kilometres of the subject land so the dams are not a limiting resource, and therefore the impact on foraging habitat is considered negligible. No threatened species were recorded during incidental surveys undertaken as part of the current assessment.

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		Further, a total of two (2) ecosystem credits and two (2) species credits will be offset as part of the proposed development. Building setbacks for threatened species are therefore not required.
11) 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.	**YES**	A set of Landscape Plans and Design Report (**Appendix 7**) has been prepared by Geoscapes to illustrate the proposed landscaping design of the Site. Permeable surfaces within the estate will achieve the 15% target (estate basis) with landscaping up to 10% within Lot 2. Pot sizes will generally be 75L for street trees where applicable. We understand the 40% tree canopy control will be moved to an overall objective for Western Sydney and the landscaping provided for on this site will contribute to achieving this objective.
12) A Flora and Fauna Assessment is to be submitted with all subdivision development applications.	**YES**	A BDAR has been prepared by Biosis and is provided at **Appendix 12**, which includes a detailed ecological assessment.
13) 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.	**YES**	Due to the earthworks required to facilitate development of the Site as well as the future Mamre Road upgrade works to be undertaken by Transport for NSW (TfNSW), it is not possible to retain large and/or dead trees on the Site. The impact associated with the proposal on foraging habitat is considered negligible. Further detail is contained within the BDAR contained in **Appendix 12**.

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14) 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).	**YES**	The mitigation measures outlined within the BDAR have been designed in accordance with the relevant guidelines for threatened ecological communities.
15) Where practical, prior to development commencing, applicants are to: ▪ Provide for the appropriate re-use of native plants (including but not limited to seed collection) and re-use of topsoil that contains known or potential native seed bank. ▪ Relocate native animals from development sites. Applicants should refer to the former Office of Environment and Heritage's Policy on the Translocation of Threatened Fauna in NSW.	**YES**	The re-use of native plants and topsoil and relocation of native animals will be undertaken where appropriate/required re-use of topsoil is considered within the Civil design to avoid exporting offsite.
16) 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.	**YES**	Management of all weeds will be undertaken in accordance with regulatory requirements and best practice and specified in the CEMP for the Site.
17) All subdivision design and bulk earthworks are to consider the need to minimise weed dispersion and promote weed eradication. A Weed Eradication and Management Plan, outlining weed control measures during and after construction, is to be submitted with any subdivision development application.	**YES**	Weeds occurring within the subject land are common with those occurring within adjacent vegetation to be retained. Increased transport of pathogens and weeds is unlikely to occur, but will be managed by biosecurity measures outlined in the CEMP. A Weed Eradication and Management Plan will be submitted with the CEMP and implement prior to construction commencement.
18) Pest control techniques implemented during and post construction are to be in accordance with regulatory requirements for chemical use and address the relevant pest control strategy and are to reduce the risk of secondary poisoning (e.g. from Pindone or second-generation rodenticides).	**YES**	Pest control will be undertaken in accordance with the relevant regulatory requirements.
19) Vegetation to which Part 3 of *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* applies is the same vegetation that must not be ringbarked, cut down, lopped, topped, removed, injured, wilfully destroyed or cleared without a development consent or permit granted by Council.	**NOTED**	Noted.

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20) 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.	**YES**	The proposed lighting will be designed to avoid light spill. A detailed light spill plan is provided within the Architectural Plans provided by Nettleton Tribe for the building on Lot 2 contained within **Appendix 4**.
21) 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.	**YES**	Appropriate lighting will be used for the Proposal in accordance with the relevant Australian Standards and DCP requirements.
22) Where noise or lighting adjacent to land zoned E2 Environmental Conservation is likely to impact wildlife, the proponent must manage light spill, and timing of noise producing activities, including installing appropriate noise treatment barriers along major roads and other attenuation measures.	**N/A**	The Site is not located adjacent to E2 zoned land.
23) Ensure that appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.	**YES**	Appropriate mitigation strategies will be implemented for the proposed road works and detailed within the Construction Certificate Drawings.
24) Traffic calming measures are required in all development areas not subject to wildlife (including koala) exclusion fencing, for example: ▪ Local roads with speed limit restrictions for areas adjacent to Environmental Conservation and Recreation zoned lands. ▪ Roads adjacent to wildlife habitat areas will be signposted in accordance with Austroads, RMS technical guidelines, Council Guidelines and relevant Australian Standards. ▪ Traffic calming devices such as speed humps and audible surfacing to be installed along perimeter roads adjacent to Environmental Conservation and Recreation zoned lands. ▪ Fauna-friendly road design structures such as underpasses, fauna bridges and overpasses should be installed and maintained by the proponent for a time period consistent with any approval conditions. Reference to the RMS Biodiversity Guidelines is to be made.	**N/A**	The development is not adjacent to any Environmental Conservation or Recreation zoned lands.
25) 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.	**YES**	The proposal will not interfere with the movement of fauna and does not include any wildlife corridors through or adjacent to the Site.

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26) Adopt and implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).	**N/A**	As addressed in the BDAR, the Cumberland Plain Woodland is present within the Mamre Road Corridor outside the Site boundary with woody debris and leaf litter recorded in highly degraded, heavily weed infested, narrow, small and isolated patches of vegetation along the Mamre Road reserve. These vegetation patches do not provide habitat for Cumberland Plain Land Snail as they do not provide suitable leaf litter or woody debris.
2.3 Non-indigenous Heritage		
1) A Heritage Impact Statement shall be lodged with a development application for subdivision, buildings or works in the vicinity of heritage items identified in Figure 4, including development that: ▪ May have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing; or ▪ May undermine or otherwise cause physical damage to a heritage item; or ▪ Will otherwise have any adverse impact on the heritage significance of a heritage item within which it is situated.	**YES**	As addressed in the Heritage Impact Statement (HIS) (**Appendix 17**), it is confirmed that no heritage listed items are identified within the Site. Given that the proposal will be limited to the site boundaries and a small amount of works associated with Mamre Road upgrades, the proposal is not anticipated to cause physical damage to the identified heritage item. The proposal will be designed to preserve the view corridor and solar access of the identified heritage item. As such, the proposal is not anticipated to adversely impact on the significance of the heritage item.
2) Proposals for subdivision should define an appropriate setting or curtilage for the heritage building as part of the Heritage Impact Statement or Conservation Management Plan. 3) In determining the curtilage of a heritage building, consideration is to be given to the following: ▪ The original form and function of the heritage building: The type of structure that constitutes the heritage building should be reflected in the curtilage. For example, it may be appropriate that a larger curtilage be maintained around a former rural homestead than that of a suburban building;	**N/A**	As addressed in the HIS, it is confirmed that no heritage listed items are identified within the Site.

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▪ Outbuildings: A heritage building and its associated outbuildings should be retained on the same allotment; and ▪ Gardens, trees, fencing, gates and archaeological sites: Features that are considered valuable in interpreting the history and in maintaining the setting of a building should be identified and, where possible, retained within the curtilage.		
4) New development shall be of a scale and form that does not detract from the historical significance, appearance and setting of the heritage item. In this way, the following elements require specific consideration: ▪ The height of new development near heritage items shall be less than the subject item. Increases in height shall be proportional to increased distance from the items and will be considered on merit; ▪ Views and vistas to the heritage item from roads and other prominent areas are key elements in the landscape and shall be retained; ▪ If the development site can be viewed from a heritage item(s), any new development will need to be designed and sited so that it is not obtrusive when it is viewed from the heritage item(s); and ▪ Curtilages shall be retained around all listed items sufficient to ensure that views to them and their relationship with adjacent settings are maintained.	**N/A**	As above.
5) In order to preserve and maintain an appropriate scale and the visual prominence of a heritage item, the building height of new development shall generally not exceed that of the original heritage item. New development or large additions or alterations must provide a transition in height from the heritage item.	**N/A**	As above.
6) Development proposals, which involve largescale redevelopment and alteration to the original character of the heritage item and will negatively impact on the heritage significance of the curtilage, will not be permitted.	**N/A**	As above.
7) The colours and materials used in a new development (whether an extension or addition) should complement the colours and materials of the heritage item. New development within the curtilage must not adversely impact upon the significant fabric of a heritage item.	**N/A**	As above.
8) Where possible, existing fences that have been identified as significant or that contribute to the overall setting or character of a heritage item are to be retained or repaired, rather than replaced. 9) New fences should either match as closely as possible the original fencing, or if the original fence type is not known, specifically relate to the architectural character and period of the existing heritage item with respect to design, materials, colour and height.	**N/A**	As above.

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Old photographs or careful inspection of remaining fabric can often reveal the original fence type.		
10) New development shall not be sited in front of the front building line of the existing heritage item nor shall it extend beyond the established side building lines of the heritage item. 11) New development within the same curtilage as a heritage item shall generally not be larger in scale than the heritage item. Reference shall be made to the building height of the heritage item as the maximum permissible building height of alterations or additions.	**N/A**	As above.
12) Vegetation around a heritage item shall be assessed for its value to the item and retained where required.	**N/A**	As above.
2.4 Aboriginal Heritage		
1) Sites of known Aboriginal Heritage and areas of high and moderate–high Aboriginal archaeological potential are identified in Figure 5. 2) 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). 3) 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 (e.g. Due Diligence Code of Practise for the Protection of Aboriginal Objects in NSW). The findings of the due diligence should guide future assessment and approval requirements for the activity (if any). 4) 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. 5) 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. 6) Where the necessary consents have already been obtained from Heritage NSW, the development application must demonstrate that the development will be undertaken in accordance with any requirements of that consent.	**YES**	An Aboriginal Cultural Heritage Assessment (ACHA) (**Appendix 16**) has been prepared by Austral Archaeology for the proposal. This is industry best practice and includes extensive consultation with the local aboriginal community. No registered Aboriginal sites are identified within the study area. A field investigation was undertaken by Austral Archaeology which identified one area of potential archaeological deposit (PAD) in the northern part of the Site containing low levels of disturbance. The ACHAR concluded the PAD did not constitute any Aboriginal cultural heritage site of significance.
2.5 Riparian Land		

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1) 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.	**YES**	Due to the earthworks required to facilitate development of the Site as well as the future Mamre Road upgrade works to be undertaken by Transport for NSW (TfNSW), no reasonable alternatives are possible and native vegetation within the Mamre Road reserve is required to be removed as part of the Proposal. Through the implementation of mitigation measures identified within BDAR, there will be no direct or indirect impacts to fauna in retained vegetation and habitats.
2) 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. 3) Watercourses should not be modified to maximise flood conveyance unless there are no other means to avoid damage to existing dwellings or infrastructure that cannot be relocated.	**YES**	As identified in the BDAR, the watercourses within the Site are classified as a Strahler One and Strahler Two order stream, which may require a riparian corridor width of 10m and 20m from the 'top of bank' on either side, respectively. However, during the field survey, the flow of the South Creek tributary was observed to be disconnected due to the presence of the man-made dams. The tributaries of Kemps Creek are non-perennial and pass under Mamre Road via culverts. Relevant approvals will be obtained due to the proposed works.
2.6 Integrated Water Cycle Management		
2.6.1 Stormwater Management		
1) 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.	**Appropriate on merit**	A Civil Engineering Report (**Appendix 9**) has been prepared by Costin Roe Consulting, for which the Proposed Development would seek to maintain and adhere to the water quality and quantity targets established across the Site. The water quality and quantity targets provided in the Civil Engineering Report have been based upon industry best practice and are to a higher standard than what is currently adopted within the Penrith

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		Council DCP 2014 (Council's current SEI target is 3). The Stream Erosion Index (SEI) has been adopted as the appropriate water quantity target for this development as this is the best engineering control to assess the impacts of an industrial development upon the downstream waterways. A SEI of 2.0 has been adopted in response to the alternative Mean Annual Runoff Value (MARV) of 1.9ML/Ha/yr as included in the Draft Mamre Road Precinct DCP. 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. The adoption of an SEI of 2.0 is considered best practice for an interim measure, while DPIE and the Waterway Manager (Sydney Water) are investigating and will implement the provision of precinct detention basins to achieve their MARV target of 1.9ml/ha/pa. The Development stormwater treatment system has also been designed to suit industry best practice standards, in line with the Penrith Council DCP 2014. The development will be achieving reductions of TSS by 85.2%, TP 66.7%, 56.3% and GP 97.6%, which are slightly below the Draft DCP target reductions, noting the quality targets within the

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		Draft Mamre Road Precinct DCP are a function of the MARV of 1.9ml/ha/pa and will be achieved in the ultimate scenario when DPIE and the Waterway Manager (Sydney Water) have implemented precinct wide basin infrastructure. The stormwater quality design and targets within this development are seen as industry best practice and adequate for the interim period. Further details are provided in Section 7.5 of the Civil Engineering Report.
2) Any stormwater harvesting approaches will need to be consistent with a regional wastewater approach and the precinct water balance.	**Appropriate on merit**	Rainwater harvesting has been incorporated within the building design for Lot 2, including instillation of a rainwater tanks supplying water capture for reuse as landscape irrigation, toilet flushing and washdown areas. This rainwater re-use system has been designed to cater for 80% of the future non potable uses of the building. Future individual development lots will require re-use for non-potable applications in the same fashion. Rainwater tanks for future development lots and application will need to have harvesting systems sized with reference to the NSW Department of Environment and Conservation document *Managing Urban Stormwater: Harvesting and Reuse*, using either a simple water balance analysis to balance the supply and demand, based on the demands and the requirements of the Draft Mamre Road Precinct DCP, or via MUSIC. As stated above, the objectives are to provide a reduction in non-potable water demand with a

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		minimum demand reductio of 80% based on a rainwater balance assessment.
3) All stormwater treatment measures need to be designed with consideration for ongoing operation and maintenance.	**YES**	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. MUSIC modelling results indicate that the proposed Stormwater Treatment Measures (STM) are effective in reducing pollutant loads in stormwater discharging from the site and meet the requirements of Council's pollution reduction targets. Best management practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment.
4) A Maintenance Plan for stormwater treatment measures is to be submitted with all development applications for approval.	**YES**	An indicative maintenance schedule has been prepared and included in Appendix D of the Civil Engineering Report to assist in the effective operation and maintenance of the various water quality components.
5) 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 required stormwater runoff volume reductions to meet NSW Government interim flow objectives for the Wianamatta-South Creek Catchment.	**YES**	A rainwater tank has been incorporated into the Lot 2 building design and shown within the Architectural Plans contained within **Appendix 4**. Future buildings on the site will need to incorporate the same reuse measures. Rainwater reuse will be required to reduce demand on non-potable uses by at 80%. The reduction in demand will target non-potable uses such as toilet flushing and irrigation.
6) Industrial developments must supply at least 80% of their non-potable demand using nonpotable sources including rainwater and recycled water.	**YES**	As above.
7) Applicants should target 35% pervious surfaces within lots and streets to ensure adequate management of stormwater runoff and contribute to mean annual runoff	**Appropriate on merit**	In accordance with the DCP, the development will target 15% pervious surfaces throughout the estate, with a 10% landscape provision on lots.

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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 Building on Lot 2 complies to these targets, which will contribute to the management of stormwater discharge offsite. Developed impervious areas including roof, hardstand, car parking, roads and other extensive impervious areas are required to be treated by the Stormwater Treatment Measures (STM's). The components of the treatment train for the development are as follows: ▪ Primary treatment to development lots and proposed roads are via a vortech type GPT (Rocla CDS, OceanSave or similar approved). Pre-treatment of the stormwater will assist in mitigating the potential for early onset sedimentation of the bio-retention systems; ▪ Tertiary treatment to the catchment will be provided by bio-retention system within each of the three proposed estate detention systems. As discussed above, the SEI of 2.0 has been adopted over the MARV.
8) 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. An example of stormwater retention measures applied to an industrial development is shown in the Table 5.	**YES**	An integrated stormwater management plan which integrates WSUD principles (including detention systems, bio-retention basins, irrigation, rainwater reuse and other measures) has been proposed for the development. Integration of stormwater management systems has been made within landscape setbacks and landscaped areas.

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		Further details of the proposed stormwater retention measures are outlined in the Civil Engineering Report located in **Appendix 9**.
9) The consent authority may consider stormwater management targets being satisfied on a developer estate level.	**NOTED**	Noted.
10) 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.	**YES**	The proposed trunk drainage in the interim and ultimate conditions has been discussed and agreed with the adjoining landowners, consistent with the intent of the Draft Mamre Road Precinct DCP trunk drainage infrastructure requirements. The final details of the system will require coordination and confirmation depending on timing as part of future detail design and construction certificate phases of this and surrounding developments. Figure 6 of the Draft DCP shows a major trunk drainage element within the north eastern corner of the site, which has been designed as a bioretention basin. Through Altis' discussions as part of the Landowners Group, we understand the DPIE is considering changing this control to allow for engineered solutions for trunk drainage, which will significantly reduce cost to the government and preserve developable area.
11) 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).	**YES**	As above.
12) Existing flows entering the catchment are to be accommodated within the stormwater drainage infrastructure elements provided within development in the precinct.	**YES**	As above, noting that existing flows from the adjoining eastern catchment have been incorporated into the stormwater design prepared by Costin Roe.
13) The additional drainage infrastructure is to be constructed by the developer of the land concerned.	**YES**	As above.

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14) 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.	**YES**	Noted.
15) Trunk drainage infrastructure is to be retained in private ownership, unless otherwise agreed by Council.	**YES**	As above.
2.6.2 Stormwater Quality		
1) 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 (eg. eWater MUSIC) to reflect how the mean annual runoff targets are met.	**YES**	A Civil Engineering Report has been prepared by Costin Roe Consulting as part of the Civil Engineering Report (**Appendix 9**), for which the proposed development would seek to maintain and adhere to the water quality and quantity targets established across the Site. Results from the MUSIC Model and DRAINS Model have been incorporated in the Strategy.
2) 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.	**YES**	Urban salinity and increased salt loads within the waterways, wetlands and soils are not increased as part of the development. Details of this are provided within the Civil Engineering Report.
3) 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. This design includes extended detention (either above tree or within tree sump/pit) of 0.6 m3 /tree with pits to include subsurface gravel trenches, lined with waterproof membranes to minimise soil reactivity. All water is to be pre-screened with 200 micron mesh to maximise longevity.	**YES**	It is understood that as part of the Landowners Group discussions with the DPIE, there will not be a requirement to include Wianamatta Street Trees within developments. The specification of these have been provided as an option to reduce stormwater runoff from sites. The development will not be including Wianamatta Street Trees.
4) 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:	**Appropriate on merit**	The results of the MUSIC analysis indicate the following reduction rates comparing the post-development pollutant loads without treatment versus post-development loads with treatment: ▪ Total Suspended Solids (kg/yr): 85.2% ▪ Total Phosphorus (kg/yr): 66.6% ▪ Total Nitrogen (kr/yr): 56.3%

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		▪ Gross Pollutants (kg/yr): 97.6% The model results indicate that, through the use of the STM in the treatment train, pollutant load reductions for Total Suspended Solids, Total Phosphorous, Total Nitrogen and Gross Pollutants will meet the requirements of Section C3 of PDCP2014 on an overall catchment basis. 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. MUSIC modelling results indicate that the proposed STM are effective in reducing pollutant loads in stormwater discharging from the Site and meet the requirements of Council's pollution reduction targets. Best management practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment. The targets provided are suitable in the interim period before DPIE and the waterway Manager (Sydney Water) implement a precinct wide detention system.
2.7 Flood Prone Land		

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1) 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. The FIRA should utilise Council's existing data and is to provide an understanding of existing flooding condition and developed conditions consistent with the requirements of the NSW Flood Prone Land Policy and Floodplain Development Manual. The FIRA shall determine: ▪ A detailed flood behaviour for existing and developed scenarios for the full range of flooding including the 5% AEP, 1% AEP, 0.5% AEP, 0.2% AEP and the PMF. Flood Function (floodways and flood storage areas); ▪ Flood Hazard; and ▪ Flood constraints including evacuation constraints (if applicable). 2) 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; ▪ 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. 3) The applicant shall demonstrate to the satisfaction of the consent authority (on the basis of a qualified consultant report) 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;	**YES**	An overland flow and flood assessment has been completed for the proposed development and is provided in Section 8 and Appendix E of the Civil Engineering Report at **Appendix 9**. A flood assessment has been undertaken using the two-dimensional TUFLOW modelling engine. Assessment includes pre and post development modelling of the 5% AEP, 1% AEP, 0.5% AEP, 0.2% AEP and the PMF events. Impact assessments have been included for the 1% AEP, and the 0.5% AEP, 0.2% AEP events assessed as proxies for climate change. It is noted that the site is not within the South Creek floodplain (being at higher elevation than the South Creek PMF flood extent), however is affected by overland flow associated with a first order watercourse on the north eastern portion corner of the Site. This watercourse presents low hazard to the development and future occupants of the Site. The assessment of the 1% AEP event confirms that conveyance paths are available to the South-East side of the proposed estate development. There is negligible effect on flood water local to the development. The TUFLOW Modelling completed by Costin Roe Consulting and assessment against the PDCP2014 Criteria in Section 8.7 of the Civil Engineering Report confirms there is no affectation of upstream, downstream or adjoining properties.

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▪ 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); ▪ 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. 4) Council will consider development on land subject to the full range of flooding based on understanding of flooding in accordance with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual. New development in floodways and flood storages or in high hazard areas in the 1% AEP flood event considering climate change should be avoided. 5) Consideration will be given to such matters as depth and nature of flood waters, whether the area forms flood storage, the nature and risk posed to the development by flood waters, the velocity of floodwaters and the speed of inundation, and whether the development lies in an area classed as a 'floodway', 'flood fringe area' or 'flood storage area'. 6) Floor levels shall be at least 0.5m above the 1% AEP (100 year ARI) flood. 7) Flood safe access and emergency egress shall be provided to all new and modified developments. 8) Where the application is for an extension to an existing building on land at or below the flood planning level or for new development that can be classed as infill development, Council may approve of the development with floor levels below the 1% AEP (100 yearARI) flood if it can be demonstrated by the applicant that all practical measures will be taken to prevent or minimise the impact of flooding. In considering such applications and determining the required floor level, Council shall take into account such matters as: ▪ The nature of the business to be carried out; ▪ The frequency and depth of flooding; ▪ The potential for personal and property loss; ▪ The utility of the building for its proposed use; ▪ Whether the filling of the site or raising of the floor levels would render the development of the property unworkable or uneconomical; ▪ Whether the raising of the floor levels would be out of character with adjacent buildings; and ▪ Any risk of pollution of water from storage or use of chemicals within the building. 9) Any portion of the proposed building extension subject to inundation shall be built from flood compatible materials.		The assessment shows acceptable outcomes which meet the objectives of the NSW Floodplain Development Manual, PDCP2014 and the proposed amendments to the PDCP proposed in the *Exhibition Draft South Creek Floodplain Management Plan 2020*.

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10) Generally, subdivision of land below the flood planning level will not be supported. Further provisions relating to the proposed subdivision of such land can be found in the Subdivision Section of this Plan. 11) Subdivisions must comply with 'Designing safer subdivisions guidance on subdivision design in flood prone areas, 2007' Hawkesbury-Nepean Floodplain Management Steering Committee'. 12) All potential pollutants that are stored or detained on-site (such as on-site effluent treatment plants, pollutant stores or on-site water treatment facilities) should be stored above the 1% AEP (100 year ARI) flood. Details must be provided as part of any development application. 13) 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. 14) Council's Stormwater Drainage Specification for Building Developments provides information on the details required in the preparation of an overland flow study. 15) 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. 16) All required flood detention is to be accommodated, on-lot, within the development site. 17) 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. 18) 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. 19) 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		

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to be undertaken. Council may consider such an application when the following criteria are met: ▪ Flood levels are not increased by more than 10mm by the proposed filling on surrounding properties; ▪ Downstream velocities are not increased by more than 10% by the proposed filling; ▪ Proposed filling does not redistribute flows by more than 15%; ▪ The potential for cumulative effects of possible filling proposals in that area is minimal; ▪ There are alternative opportunities for flood storage; ▪ The development potential of surrounding properties is not adversely affected by the filling proposal; ▪ The flood liability of buildings on surrounding properties is not increased; ▪ No local drainage flow/runoff problems are created by the filling; and ▪ The filling does not occur within the drip line of existing trees. 20) The above criteria can only be addressed and satisfied by the submission of a detailed flood study report by a qualified engineer. The flood study report would involve both hydrologic and hydraulic analysis of the watercourse and the effects of the proposed filling on flood levels, flow velocities and distribution of flows as listed above. The report needs to address items listed above. Any filling of land also needs to be in accordance with the other provisions in this DCP.		
2.8 Bush Fire Prone Land		
1) Land identified as 'bushfire prone land' on the Penrith City Council Bushfire Prone Land Map is to address the bush fire protection measures in the Rural Fire Service publication Planning for Bushfire Protection 2019 (PBP) (as amended). 2) 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.	**YES**	The Site is identified as Bushfire Prone Land – Vegetation Category 2. A Bushfire Assessment Report (**Appendix 22**) has been prepared in accordance with PBP.
3) Development on land within 250m of land zoned RU2, E2, and E4 that is not identified as 'bushfire prone land' on the Bushfire Prone Land Map must consider ways to minimise the risk of ember attack, particularly with regard to roof design, building materials and landscape design. These matters must be addressed in the Statement of Environmental Effects.	**N/A**	The entire Site is identified as bushfire prone land. Mitigation and protection measures would be implemented accordingly that are consistent with the PBP and the Bushfire Assessment Report (**Appendix 22**).
4) Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997.	**NOTED**	Noted.
2.9 Salinity		

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1) A detailed salinity analysis and Salinity Management Plan will be necessary if an initial investigation shows the site is saline or affected by salinity. 2) Investigations and sampling for salinity are to be conducted in accordance with the requirements of Local Government Salinity Initiative series by the former Department of Natural Resources (2002). 3) The author of the salinity analysis must sign off on the project on completion of works and submit this to Council prior to an occupation certificate being issued, if required. 4) Disturbance to the natural hydrological system shall be minimised by maintaining good drainage and reducing water logging on the site. 5) Groundwater recharge shall be minimised. 6) Encouraging on site detention of roof water runoff. 7) Soil erosion and sediment control measures, in accordance with erosion and sedimentation controls in this section, shall be incorporated into the development during its construction and following its completion. 8) Construction techniques shall be employed that prevent structural damage to the development as a result of salinity (see Building in a Saline Environment). For example, building footings shall be constructed so as not to impede groundwater movement and building materials that are resistant to salt effects shall be used. 9) The removal of vegetation, particularly native vegetation, on the site shall be minimised. 10) All landscape designs should undertake the following practices: ▪ Select salt tolerant plant species (generally native trees and shrubs); ▪ Use mulch in all garden beds; ▪ Minimise the area of lawn as this requires large quantities of water; ▪ Use 'water wise' garden and landscape design (including timers, selection of plants with low water needs, grouping plants of similar water usage together, etc); and ▪ Use non-corrosive materials when constructing pipes and channels. 11) All works are to conform with the Western Sydney Salinity Code of Practice June 2003.	**YES**	An analysis of the soils within the Site is provided in the Detailed Site Investigation prepared by JBS&G and the Geotechnical Investigation prepared by Pells Sullivan Meynink. Further details of the soil assessment are provided in the aforementioned reports at **Appendices 11** and **20**, and **Sections 6.5** and **6.6** of the EIS. An Erosion and Sediment Control Plan has been prepared in accordance with the principles and requirements of *Managing Urban Stormwater – Soils & Construction Volume 1* ('Blue Book') (Landcom, 2004) and is provided within Appendix C of the Civil Engineering Report at **Appendix 9**. The landscaping design completed by Geoscapes has considered salt tolerant species, minimises lawn areas and has considered waterwise plants / irrigation infrastructure. Details of the proposed landscaping design are provided in the Landscape Plans and Design Report (**Appendix 7**).
2.10 Contaminated Land		
1) Prior to granting development consent, the consent authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use having regard to land contamination. 2) 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. 3) Where the site has known contamination, or a Stage 1 Preliminary Site Investigation identifies potential or actual site contamination a Stage 2 Detailed Site Investigation must	**YES**	A Detailed Site Investigation (**Appendix 11**) has been prepared for the proposal. The assessment concludes that the Site is suitable for the proposed commercial/industrial land use without contamination remediation and/or management.

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be prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995. A Remediation Action Plan (RAP) will be required for areas identified as contaminated land in the Stage 2 Detailed Site Investigation. 4) A Site Audit Statement (SAS) (issued by an Accredited Site Auditor) will be required where remediation works have been undertaken to confirm that a site is suitable for the proposed use.		
2.11 Aviation Safeguarding		
1) An Aviation Safeguarding Assessment is to be submitted detailing compliance with aviation safeguarding measures and the controls outlined below. 2) The height of buildings, structures, landscaping and cranes do not impact on the operations of the Airport or create a hazard to the safe navigation of aircraft. Buildings and any ancillary structures must not encroach into protected airspace. 3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction. 4) Renovations to existing houses or minor extensions within ANEC/ANEF 20 and above must be constructed in accordance with Australian Standard AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction. 5) 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. 6) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces. 7) External lighting must be downlights or shrouded lights. 8) Development must not generate emissions into the protected airspace. 9) Any plumes do not: ▪ Have peak vertical velocities of more than 4.3m/sec. ▪ Incorporate flares. 10) Development must not attract wildlife which would create a safety hazard in the operations of the Airport. 11) All waste bins are to be designed and installed with fixed lids. 12) Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes. 13) Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event. 14) Development must not impact upon communication, navigation and surveillance systems.	**YES**	An Aviation Safeguarding Assessment has been prepared for the Proposal. The Assessment confirms the height of the Lot 2 building and its construction will not impact future airport operations, will not generate emissions, will not affect wildlife, create windshear or impact on communications. Details of the compliance with the aviation safeguarding measures are provided in **Appendix 19** and **Section 6.18** of the EIS.

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15) Development within the building restricted area does not create electromagnetic field radiations that will interfere with signals transmitted by the communication, navigation or surveillance facility. 16) Development must not generate windshear and/or turbulence.		
2.14 Utilities Services		
1) 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. 2) The developer shall submit sufficient evidence at subdivision state to demonstrate the satisfactory arrangements have been made to ensure the delivery and construction utilities and services connections. 3) All utilities are to be accommodated in the road reserve. The design of roads will need to take this into consideration. 4) Utilities services are to be provided in accordance with the relevant service providers requirements. 5) 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. Indicative trunk infrastructure is identified in Figure 9. 6) 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.	**YES**	As demonstrated in Service Infrastructure Assessment, adequate utilities services will be provided as part of the proposal, which form a natural extension of existing infrastructure servicing the established industrial areas adjacent. Further details of the service and utilities provision are provided in **Appendix 23** and **Section 6.19** of the EIS.
2.15 Transport Investigation Areas		
This section applies to the Mamre Road corridor and land identified as Transport Investigation Area marked "B" under Clause 33B of *State Environmental Planning Policy (Western Sydney Employment Area) 2009*. 12) 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. 13) 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.	**YES**	The proposal will make provision for the Mamre Road upgrade and future access to the corridors. Specifically, the proposal includes the provision of a left-in / left-out access at the south-western corner of the Site to provide both access to the Subject Site and connectivity to the future Mamre Road Precinct road network to the east. The location of the proposed interim left-in / left-out intersection is consistent with the Draft Mamre Road Precinct DCP and traffic modelling being completed by Ason Group for the Land Owners Group (LOG), DPIE and TfNSW.

<table>
<tr><th colspan="3">Draft Mamre Road Precinct Development Control Plan (Mamre Road DCP) Assessment</th></tr>
<tr><th>Development Control</th><th>Compliance</th><th>Planning Assessment</th></tr>
<tr><td></td><td></td><td>The development does not impact the SLR.

Further details are provided in the Transport Management and Accessibility Plan at Appendix 10, as well as Sections 3.2 and 6.8 of the EIS.</td></tr>
<tr><td colspan="3">3. Precinct and Subdivision Design</td></tr>
<tr><td colspan="3">3.1 Subdivision</td></tr>
<tr><td>1) Lots fronting biodiversity areas and corridors are required to have on-site drainage controls that prevent nutrient and erosion impacts on bushland.
2) Lot design should maximise the conservation of natural features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.
3) Lots adjoining or containing watercourses are required to maintain or establish native vegetation riparian corridors.
4) 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.
5) Variations to subdivision controls will be considered for lots created for "utility installations" or "utility undertakings" (e.g. electricity substation).
6) 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.
7) The subdivision controls are outlined in Table 8.
<table>
<tr><th>Subdivision element</th><th>Area</th><th>Control</th></tr>
<tr><td>Minimum Allotment Size</td><td>IN1 General Industrial</td><td>1,000m²</td></tr>
<tr><td></td><td>E2 Environmental Conservation</td><td>Single contiguous lot</td></tr>
<tr><td>Minimum Frontage</td><td>IN1 General Industrial</td><td>40m (excluding cul-de-sacs) and 35m minimum lot width at building line (for lots >5,000m²)

60m (for lot >10,000m²)</td></tr>
</table>
8) 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.</td><td>Appropriate on merit</td><td>The proposed subdivision has been designed to maximise the conservation of natural features.

All proposed allotments are compliant with the minimum lot size requirement.

All industrial allotments are compliant with the minimum frontage requirement, except for Lot 8 which will be supportable in the final DCP that allows shorter frontages to a cul-de-sac.

Despite the numerical non-compliance, it is noted that the proposed subdivision layout has been designed to present a logical and efficient layout for the future operation of the Site. Further, the proposed Site layout has been designed to facilitate the Mamre Road upgrade works, create the internal and estate access and make provisions for the dedicated freight network in accordance with the Mamre Road Precinct Road Network Map.

A 6m wide free access road will also be provided for the proposed warehouse development of Lot 2.</td></tr>
</table>

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		Lot 16 that provides an easement for the future Dedicated Freight Road is 1.7 hectares, a size dictated by the precinct local road network and connectivity to adjoining sites. As such, the proposed subdivision layout and frontage are considered to be appropriate for the Site.
3.2 Views and Visual Impacts		
1) 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. 2) Subdivision and building design should relate to the scale of adjoining rural residential buildings and consider the use of height transitions and building setbacks. 3) Site design is to combine mounding and vegetation screening to soften the visual impact of the industrial use, particularly on adjoining rural residential uses. 4) 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. 5) Site design should promote visual connections with waterways, conservation areas, and open space. 6) Enable physical ground plane connection between the development and natural areas. 7) Enable visual connection to provide passive surveillance of the open space and public domain. 8) Avoid barriers, such as fencing and walls, between environmental conservation open space areas and industrial uses. 9) Creeks and waterways should be integrated as key features of the building and landscape design. 10) Landscape design and plant selection should provide continuity with the existing natural vegetation. 11) Lots adjoining Mamre Road should be designed in a manner that promote high quality landscape character, including vistas. 12) In general, buildings should not be sited on ridgelines, with lower building heights around ridgelines.	**YES**	The Site is identified to comprise precinct ridgelines/high points and is within a view corridor as identified in the Landscape features and visually sensitive locations map under the DCP. It is noted from recent discussions between the Landowners Group and DPIE that controls associated with earthworks on sites that have nominated ridgelines will be removed to allow for efficient industrial building pads. As demonstrated in the Visual Impact Assessment (VIA) prepared by Geoscapes, it is evident that a number of residential properties within the immediate area will receive views of the development. However, all of these residential properties are located within the Mamre Road Precinct or Western Sydney Aerotropolis. The Mamre Road Precinct has recently been rezoned for industrial use. Therefore, it is highly likely that these properties will be acquired in the short to medium term and be removed. Any visual impacts received currently at those locations are likely to be short term only and have not been considered for assessment.

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		All visual impacts have been judged to be **short to medium term** only. Given that the viewpoint locations have been identified within land recently rezoned for industrial or environment (some subject to current State Significant Development Applications currently under assessment by DPIE) and recreation purposes under SEPP WSEA and SEPP WSA respectively, the visual sensitivity from Mamre Road is likely to reduce over time due to further industrial developments within the immediate area and this will result in lower visual impacts. The VIA demonstrates that proposed landscape planting to the frontage of Mamre Road and within the estate, can be effective in helping to reduce visual impacts for a number of properties and views from Mamre Road. This will be most effective after 15 years and for those receptors who experience direct views at close to medium range. Mature landscape planting should help to effectively screen view corridors to many of the warehouse elements. The proposed layout has been designed to respond to the landscape elements and view corridor relevant to the Site. Further details of the VIA are provided in **Appendix 8** and **Section 6.3.3** of the EIS.
3.4.1 Road Network, Hierarchy and Design		
1) The Mamre Road Precinct should be developed generally in accordance with the road network map identified in Figure 14. The external road network will generally comprise the arterial roads of Mamre Road and the future Southern Link Road (Movement Corridors), Aldington Road/ Abbots Road as a distributor road and indicative internal road	**YES**	The development is consistent with the road network map that will be contained within the final DCP. Specifically, the proposal will provide a 24.0m local industrial road and a 26.4m higher

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network. The external road network Is carefully designed and planned to ensure that development of the precinct to projected capacity is supported. 2) 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. 3) A public road adjoining open space should be developed generally in accordance with Figure 14. 4) 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. 5) Upgrading of Mamre Road shall be undertaken to accommodate the increases in traffic generated by this development. 6) No direct vehicle access to Mamre Road or Southern Link or distributer roads are permitted. 7) All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement. 8) The internal road pattern is to facilitate 'through-roads' with cul-de-sac to be avoided unless dictated by topography or other constraints. 9) Any additional connection(s) on Bakers Lane need to protect the amenity of existing developments (e.g. schools). 10) The internal road network intersections to be provided at the following minimum intervals: ▪ Local to local industrial street 40m-60m; ▪ Local to collector / distributor street 100-200m; and ▪ Collector / distributor to sub-arterial 400m-500m.		order / collector road which is consistent with the preferred road typologies for Mamre Road Precinct. All access driveways (to the internal road network) will be designed in accordance with the relevant Australian Standards with service driveways to provide for vehicles up to and including a 30m PBS 2B vehicle. Lot 3 will be reserved to facilitate the Mamre Road upgrade works. Additionally, a left-in / left-out access intersection will be provided in the south-western corner of the Site to provide access to Mamre Road and the road network to the east. This intersection is reflected on the DCP and in accordance with the precinct traffic modelling completed by Ason Group on behalf of DPIE / TfNSW. No direct vehicle access to Mamre Road from an industrial allotment will be provided. It is noted vehicular access to the majority of industrial allotments will be facilitated via a local industrial road, with the exception of Lot 13 and 16. Due to the proposed layout of the Site, access to Lot 13 and 16 will be facilitated via the proposed higher order / collector road. Notwithstanding, the proposed access arrangements are deemed appropriate as the Site layout has been designed to align with the Mamre Road Precinct Road Network Map by creating the proposed estate access roads, dedicating land for the Mamre Road widening and making provision for the dedicated freight network.

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11) The proponent shall have regard to "Guide for Traffic Generating Development", Roads and Traffic Authority of NSW, October 2002. 12) 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. 13) Full details of the volume, frequency and type of vehicle movements shall be submitted with the development application. 14) 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. 15) Council will assess the suitability of manoeuvring areas provided for large vehicles by reference to Australian Standard 2890 series and Performance Based Standards 'An Introduction for Road Managers (National Heavy Vehicle Regulator – May 2019). 16) 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. 17) Proposed industrial roads must comply with the road configurations in Table 9. 18) Main industrial roads to each have a width capable of providing either four travel lanes or two travel lanes and two parking lanes. 19) 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). 20) 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. 21) To improve safety for cyclists, separate cycle paths within the verge to avoid locating a bike lane adjacent to lanes carrying large trucks. 22) 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.		The traffic assessment undertaken by Ason Group confirms that the proposed traffic generation has been readily considered within the -sub-precinct H assumptions, with additional contingency for the land parcel south of the Site included within the ultimate 2036 modelling for that sub-precinct. In particular, the modelled impacts on the Mamre Road / Mirvac access intersection demonstrate satisfactory performance, performing at Level of Service (LoS) D or better. The 2026 future year modelling for the wider Mamre Road Precinct demonstrates that the results for key intersections in proximity of the development demonstrate performance at LoS D or better. It is noted that modelling for 2036 is anticipated to capture the full extent of the Precinct development as well as further upgrades to the road network in line with the preferred Option 7 configuration that will be adopted in the DCP. While the endorsement of the study is still pending, reference should be made to the Mamre Road Precinct Transport Assessment provided separately to Council and TfNSW for the full scope of modelling assessment for the Mamre Road Precinct. The proposed development will be designed to: ▪ Allow all vehicles to either leave or enter the site in a forward direction;

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23) The consent authority may consider a reduced road configuration for local roads adjoining open space, subject to road function, public utilities, bollards and fencing. Consideration of reduced widths will solely be at the discretion of Council and only where the finished road design levels match with existing levels of open space and negate the need for any retaining wall or battering. Applications that proposed reduced widths will be assessed by Council with consideration given to: ▪ Public access to open space; ▪ Function of the road; ▪ Impact on existing vegetation; ▪ Public amenity; ▪ Public safety; and ▪ Impact on ability to provide street tree planting. 24) In special circumstances where it can be clearly demonstrated that the road configuration in Table 9 is not appropriate, then the following key principles must be applied to any alternative proposal: ▪ Road and lane widths must allow for two-way movement and turning movements of design vehicles, including consideration for buses, heavy vehicles, garbage trucks and emergency vehicles; ▪ Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes; ▪ Adequate on-street parking must be provided; ▪ Adequate turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle; ▪ Road widths must be set to minimise kerbside restrictions and regulatory signage; ▪ Sufficient width must be provided for specialist drainage functions; and ▪ Life cycle costs for construction and maintenance must be minimised. 25) 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. 26) Further controls may be applied as part of a development consent based on the individual circumstances of any proposed layout with reference to the adjoining road network.		▪ 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. Further details of the transport network are provided in the TMAP at **Appendix 10** and **Section 6.8** of the EIS.
3.4.2 Traffic and Transport Assessments, Studies and Plans		

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1) A Transport Management and Accessibility Plan (TMAP) is to be prepared for all significant developments. The TMAP is to address the objectives and controls in this section. 2) 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. 3) A Traffic and Transport Report must be provided for applications required to be referred to the Roads and Maritime Services (RMS) under Column 2 and a Traffic Impact Statement for Column 3 of SEPP (Infrastructure) 2007. 4) Depending on the scale, type and nature of the use proposed, Council may determine that a Traffic and Transport Report or Traffic Impact Statement is required for certain development which is not listed under Column 2 or 3 of SEPP (Infrastructure) 2007. 5) Any Traffic Report or Traffic Impact Statement is required to address the following issues: ▪ The objectives of this section relating to transport and land use; ▪ The objectives of this section relating to traffic management and safety; ▪ The objectives and controls of this section relating to traffic generating developments; and ▪ The objectives and controls in Section 4.7.1.	**YES**	A TMAP (**Appendix 10**) has been prepared as part of the proposal and is further discussed in **Section 6.8** of the EIS.
3.4.3 Western Sydney Intermodal Terminal and Freight Network		
1) Development within the Precinct shall not preclude the delivery of the Intermodal Terminal and integrated freight network. 2) Land identified for the intermodal facility is to be integrated with a dedicated road freight network to the south, via a dedicated crossing of future Southern Link Road, as identified in Figure 16. 3) Development is to enable the future delivery of an integrated freight network by preserving a dedicated freight corridor as shown in Figure 16. 4) 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. 5) Development applications for lots fronting Mamre Road shall make provision for the dedicated freight corridor as identified in Figure 16. 6) All fire compliant access roads are to be a minimum of 8.0m wide to safeguard for a precinct-wide integrated freight network.	**YES**	The Site adjoins the dedicated freight network along the eastern boundary. The proposal includes a proposed easement along the eastern boundary to make provision for the freight corridor. A 6m wide fire access road will be provided for the proposed industrial allotments in accordance with the recommendation of the Bushfire Assessment Report prepared by Peterson Bushfire (**Appendix 22**). As demonstrated in the TMAP, all access driveways will be designed with reference to

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7) 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. 8) 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. 9) 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. 10) 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).		AS2890.1 and AS2890.2, with service driveways to provide for vehicles up to and including a 30m PBS 2B vehicle. Fire access trails within the development will be a maximum of 6m in line with the current BCA and Fire and Rescue NSW (FRNSW) requirements.
3.4.4 Public Transport, Pedestrian and Cycle Network		
1) Bus stops should be provided. The final location of bus stops will be determined by bus operators and TfNSW in consultation with Council. 2) Provision for a future bus link to the M4 Motorway. 3) Pathways for cyclists and pedestrians are to be provided at a strategic level to include regional active transport connections, and links to key catchments and employment hubs across WSEA. 4) The road network is to ensure public transport (i.e. buses) is made available along key roads to support early adoption of good travel practices by future workers. 5) The design of the internal road network to identify the future public bus network and coverage. Any required infrastructure and bus services to be provided at the early stages of development (refer to TfNSW – Guidelines for Public transport Capable Infrastructure in Greenfield sites). 6) Public transport use is to be enhanced by providing good pedestrian connections from places of employment to transport networks or nodes. 7) Footpaths should have ramps at all kerb corners for wheelchairs and pram access and cater for all people with diverse abilities in line with current Australian Standards.	**YES**	The proposal will be capable of accommodating the public transport infrastructure, with estate roads compliant with the draft DCP typologies. In order to improve connectivity to the broader area, the 779 bus route may be extended to provide a key connection to the St Mary's railway station and to the broader transport network. In addition, future Metro stations are proposed to west of the Mamre Road Precinct for improved connectivity with interconnecting services. It is also the case that the establishment of public transport services as early as possible in the development stages of the area is important to

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8) Street lighting in accordance with the provisions of AS1158 should be present in all urban streets, while on rural traffic routes in general only intersections will be lit. 9) Pedestrian crossing distances in local streets should be shortened through kerb extensions and tight turning radii, which can cause vehicular traffic to slow to negotiate the tighter corners. 10) To enable comfortable passage for all people with diverse abilities, footpaths must be: ▪ Provided on both sides of the road; ▪ A minimum of 1.5m wide on one side; ▪ A minimum of 2.5m shared path on the opposing side.; ▪ A minimum of 3.0m on approach routes to predictable destinations such as employment hubs and parks; and ▪ A minimum width of 3.5m for shared paths for recreational use within open space and environmental corridors. 11) A durable, non-slip surface and even paving is to be designed and constructed for minimum maintenance. Continuous pathways, uninterrupted by variations in surface material must be provided. 12) Gradients from pathways to streets are to be minimal, safe and comfortable for people with limited mobility and those using wheelchairs, prams and trolleys in line with current Australian Standards. 13) Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists. 14) A smooth transition from ramps to roads is to be provided for people using wheelchairs or prams. Ramps should be designed in accordance with appropriate design guidelines and be as wide as the pathway or marked crossing point to eliminate squeeze points at transition areas. 15) Reconstructed driveways/pathways are to achieve a useable cross slope for a width of 915mm. Cars must slow to negotiate the two steeper ramps on either side of the pathway crossing, but will not 'bottom out' at these angles. (Source: Preiser. W and Ostroff E (2001) Universal Design Handbook McGraw-Hill). 16) All cycle routes and facilities are to be consistent with the relevant requirements of "Austroads Cycling Aspects of Austroads Guides" and Roads and Maritime Services' "Bicycle Guidelines" including line-marking, signage and logos and Council policies regarding bicycle access. 17) The minimum width of off-street shared cycle and pedestrian pathways is to be 2.5m. 18) The minimum width of 3.5m for shared paths for recreational use within open space and environmental corridors.		achieve a culture of public transport use from the outset. To make public transport a viable choice in the study area, the services should ideally: ▪ integrate with existing bus services in the area. ▪ connect to regional centres of Penrith, Mt Druitt and Blacktown. ▪ in the long term connect to areas such as Leppington in the South West Growth Centre, Prairiewood and the Liverpool to Parramatta T-Way. Notwithstanding, a Green Travel Plan (GTP) has been prepared to inform future site-specific travel plans, which are expected to be implemented for each of the warehouse sites with the Subject Site. Each of the end users within the Estate will have slightly different travel characteristics and therefore individual travel plans will be prepared to address the specific needs of the occupier. In relation to bicycle parking, staff numbers are unknown at this stage. Notwithstanding, the Lot 2 building design includes 40 covered bicycle parking spaces, which is considered that adequate. Reference is also made to the accompanying Architectural Plans (**Appendix 4**) and GTP in relation to suitable levels of bicycle facilities. The GTP is provided within Appendix D of the TMAP at **Appendix 10**.

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19) Pedestrian and cycle routes and facilities in public spaces are to encourage way finding and be convenient, safe, well lit, clearly defined, functional and accessible to all. 20) Shared paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard 1428:1-4.		
4. General Requirements for Industrial Development		
4.2.1 Building Height		
1) 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. 2) Buildings should not exceed a maximum height of 16m from the existing ground level within 250m of a rural-residential zone. For all other sites, a maximum building height of 20m from existing ground level is permitted. 3) Should the nature of the business require a taller built form (above 20m), the proponent must demonstrate that the taller element will mitigate solar and visual impacts to the surrounding uses and public amenity. The development application must be accompanied by a visual impact assessment by a suitably qualified consultant. 4) Taller building elements over 15m should be recessed from the street frontage. 5) 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. 6) Building services located on the roof (such as HVAC, lift motor room, exhaust fans, etc) must be accommodated within the maximum permissible height of the building. 7) 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. 8) Buildings should be sited on mid-slope to avoid visual impact on ridges and to be in harmony with the existing landscape. 9) 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.	**YES**	The Site is subject to a maximum height limit of 20m under the DCP. The proposed warehouse or distribution centre at Lot 2 will exhibit a maximum height of approximately 18.3m measured from the existing ground level and hence is compliant with the height limit. A Visual Impact Assessment (**Appendix 8**) has been prepared as part of the Proposal by Geoscapes. The findings of the VIA are further discussed in **Section 6.3.3** of the EIS. Appropriate materials will be used to minimise visual impacts and reflectivity around the ridgelines. The VIA demonstrates that proposed landscape planting to the frontage of Mamre Road and within the estate, can be effective in helping to reduce visual impacts for a number of properties and views from Mamre Road. This will be most effective after 15 years and for those receptors who experience direct views at close to medium range. Mature landscape planting should help to effectively screen view corridors to many of the warehouse elements.

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10) 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.		
4.2.2 Building Setbacks		
1) Building setbacks are to be in accordance with the standards outlined in Table 11. Building setback requirements: ▪ Lots fronting designated roads (Mamre Road and Potential Southern Link Road): 20m ▪ Lots fronting key access roads (distributor and collector roads): 12m ▪ Lots fronting all other roads (local estate roads): 7.5m ▪ Secondary road frontages (corner lots): 5m ▪ Rear and side boundaries: 5m ▪ Lots adjoining the proposed WSFL corridor: 5m	**YES**	The proposed warehouse or distribution centre at Proposed Lot 2 provides the following building setbacks: ▪ Mamre Road frontage (west): 20m ▪ Side boundary (south): 16.4m to 26.2m ▪ Rear boundary (east): 45.01m ▪ Side boundary (north): 12.1m to 21.6m including retaining wall The remainder of the development will comply to the draft DCP controls, with the exception of the building setback fronting Collector Roads which will be 7.5m. The provision of building setbacks for the remaining industrial allotments will be subject to separate development consent.
2) 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.	**Appropriate on merit**	The proposed warehouse or distribution centre on Lot 2 will provide carparking and driveway within Mamre Road and collector road setback areas. A 6m fire access road will be provided within the Mamre Road and northern setback areas. Hardstand and loading area will be provided in the rear setback area. The proposed layout has been designed to facilitate efficiency and functionality of the warehouse development. High quality landscaping will also be incorporated to provide visual

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		screening and soften the built form viewed from the public domain.
3) 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.	**YES**	The Mamre Road setback area will be provided with a 10m landscape setback, which is 50% of the required setback. The southern setback area from the side boundary will be provided with landscape setback at a variable width ranging from 4m to 9.8m. As illustrated in the Landscape Plans (**Appendix 7**) prepared by Geoscapes, aesthetic planting and canopy trees will be incorporated to enhance the visual interest of the Site and provide adequate screening for the parking areas. The proposed configuration of Lot 2 will not detract from the streetscape values of the Mamre Road Precinct.
4) The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also Landscaping). 5) Additional setbacks may be applicable to avoid construction over easements. 6) For corner sites, setbacks must also ensure clear vehicular sight lines for perpendicular traffic (Figure 17).	**YES**	The design of setback and hardstand areas have been designed to minimise visual impacts of the development. Further details of the landscape design are provided in **Appendix 7**. The setback of the corner sites will be designed to ensure clear vehicular sightlines for perpendicular traffic.
4.2.3 Landscaping		
1) Landscaped area is to be provided generally in accordance with the requirements set out in Table 12. Minimum landscape requirements: ▪ Lots fronting designated roads (Mamre Road and Potential Southern Link Road): 10m landscape setback to the road frontage ▪ Lots fronting key access roads (distributor and collector roads): 6m or average 50% of the setback along the road frontage	**YES**	Adequate landscaping will be provided for the Site. The proposed warehouse or distribution centre at Lot 2 provides the following landscape setbacks: ▪ Mamre Road frontage (west): 10m

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▪ Lots fronting all other roads (local estate roads): Average of 50% of setback along the road frontage ▪ Rear boundary: 2.5m from the rear boundary ▪ Side boundary: No minimum requirement		▪ Proposed 26.4m distributor road (south): Variable width – 4m to 9.8m ▪ Rear boundary / Proposed 24.0 local industrial road (east): 4m ▪ Side boundary (north): 6m to 21m As such, the proposed warehouse development at Lot 2 will provide generous landscape setbacks in excess of the landscape setback requirements. Further details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.	**YES**	A set of Landscape Plans has been prepared and provided in **Appendix 7**.
3) Landscape design should contribute to the Greater Sydney Regional Plan canopy cover target of 40%, including by retaining existing paddock trees, windrows and large canopy trees where possible, and adding to the existing canopy.	**YES**	The proposed landscaping design will contribute to the overall canopy cover across the Mamre Road Precinct. It is understood this will be an objective of the precinct rather than a control.
4) Outdoor recreation areas for staff should be integrated into landscaped areas, where possible, to provide shade and an appropriate level of amenity and comfort.	**YES**	Canopy trees will be provided as part of the landscaping design which will provide shades for staff.
5) Minimum of 15% of the site area is to be pervious. Achieved via either landscaping or the use of permeable paving materials.	**YES**	The provision of pervious area has been optimised whilst accommodating an efficient and functional layout for the warehouse development at Lot 2. Pervious areas of the estate will target 15% in line with the draft DCP.
6) Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	**YES**	Canopy trees along the Mamre Road and the proposed estate access road reserves have been provided within the landscaping design.
7) 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.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans for the building on Lot 2 at **Appendix 7**.

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8) 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.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans for the building on Lot 2 at **Appendix 7**.
9) Where sites back onto designated roads or the main access roads, setback areas shall be provided with mounded landscape screens.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
10) Screen planting with evergreen shrubs and trees is required to screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
11) Paving, structures and wall materials should complement the architectural style of buildings on the site.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
12) The selection of proposed trees and other landscaping plants is to consider: ▪ The preferred trees identified in the Penrith Council Street and Park Tree Management Plan. ▪ The use of relevant local native vegetation communities that occur, or once occurred in the area rather than exotic plant or non-local native species. ▪ The re-use of native plants or topsoil removed during subdivisions works or earthworks. ▪ The contribution to the management of soil salinity, water levels and soil erosion. ▪ Tree species being low maintenance and drought tolerant. ▪ The capacity of the species to contribute to tree canopy cover. ▪ That invasive turf (including Kikuyu) must not be used in areas adjoining, remnant vegetation within open space areas and riparian corridors. ▪ A diverse range of flora species for both street and suburban plantings to increase species disease resilience. ▪ o Service authority requirements in easement locations.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
13) Street planting is to have a minimum container pot of 100L.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**, noting pot sizes of 75L will be incorporated throughout the estate trees which will form part of the final DCP controls.
14) Sufficient area/space is to be made available to allow trees to grow to maturity.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
15) Consolidate landscape areas to maximise space for deep soil, tree growth and aesthetic opportunities.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.

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16) No plant species that are considered a weed shall be used.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
17) Groundcovers should be considered as a grass alternative in areas not specifically designed for pedestrian use.	**YES**	Details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.
4.2.4 Building Design		
1) Developments with a construction cost of $1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)), where appropriate. 2) An access report is required where disabled access is a requirement of the Disabilities Discrimination Act 1992.	**YES**	As addressed in the ESD Report (**Appendix 18**), the Proposal is committed to achieve a 5-star Green Star certification.
Siting/Building Orientation: 3) The design and layout of buildings must consider local climatic factors. 4) Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling. 5) Western orientations should be avoided to prevent excessive heating and the reliance on mechanical services to provide cooling. 6) Trees should be planted around the building to create shade, screening and wind breaks. 7) Building design should minimise impacts of overshadowing within the site and on adjoining development. 8) Buildings should be oriented so that the building frontage is parallel with the primary street frontage. 9) Setbacks on corner sites should enable clear sight lines for the expected vehicular traffic. 10) Building siting must allow for adequate setbacks landscaping, water sensitive urban design, tree planting and to strengthen envisaged character of the area. 11) Building siting and orientation should avoid construction over existing and required easements. 12) 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. 13) Building elevations oriented towards rural-residential areas shall be minimised. Where site constraints create difficulties in complying in this regard, elevations shall be appropriately detailed using windows, broken building planes and other architectural devices.	**YES**	The proposed architectural design has considered the DCP building orientation controls, including siting and setbacks whilst being considerate towards the built form outcomes in the wider Mamre Road Precinct. This is reflected in the Architectural Plans contained within **Appendix 4**.

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Architectural Design 14) 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. 15) Facades along the main street frontage(s) must provide a minimum of 30% glazing to strengthen passive surveillance and streetscape character. 16) Utilise a mix of materials and colours on the visible facades, to provide articulation and visual interest to the street. 17) Where the rear or side of a building is visible from a publicly accessible area, provide articulation or utilise a textured surface treatment in order to provide visual interest. 18) External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas. 19) 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. 20) 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. 21) 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. 22) 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 (refer Figure 18 and Figure 19) 17) 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. 18) Details of samples of external materials and finishes shall be submitted with the Development Application. 19) External materials should not have an index of reflectivity above 20%. A reflectivity statement is to be submitted with all building development applications. 20) Energy efficient design principles should be employed in all building designs (refer Figure 20Figure 20).	**YES**	The Proposal includes an aesthetically pleasing architectural design treatment that has been strategically prepared by Nettleton Tribe (refer to **Appendix 4**). The warehouse cladding is selected from a variety of neutral tones and will be simple and clean so as not to distract from the office component and gateway to the estate. The design of the proposed industrial precinct comprises high standards of various configurations and colour which respond to the emerging character of the Mamre Road Precinct and the wider WSEA. The application of various tones and cladding seeks to relieve the bulk and scale of the built form making a positive contribution to the streetscape. The office components will be treated with performance glazing combined with a system of sunshade elements to suit orientation. The associated office components of the buildings will be expressive and will have more articulation in their facade. The buildings will be situated within the Mamre Road Precinct with unified language of signage, fencing and public domain elements, which will ensure a consistency within the estate character. Landscaping is one of the main features of the precinct with detail and effect concentrated to the more human areas of the development around office, building and carpark entry points. Further details of the design are provided in the Architectural Design Report and Statement (**Appendix 5**) prepared by Nettleton Tribe to

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21) Walls shall be articulated to provide more varied streetscapes, particularly where visible from public roads or adjacent residential areas. 22) 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. 23) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building. 24) Courtyard and screen walls should be in the same material as the building facades. 25) Particular care should also be taken in: o designing roof elements; and o locating plant and mechanical equipment including exhausts, so as to reduce their visual impact from elevated locations. 26) 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. 27) 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. 28) 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.		evaluate the design of the proposed warehouse or distribution centre on Lot 2. It is understood that the 30% glazing control and 50%wall surface material limit will not be included within the final DCP.
Roof Design 29) Roof design must provide visual interest and variation from the streetscape. 30) Roofs forms should generally be of low pitch to reduce the bulk of buildings. 31) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses. 32) 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. 33) Roof design must provide natural illumination to the interior of the building.	**YES**	Roofs have been designed to provide visual interest, are low pitch and any services located on roofs will be adequately screened. The building on Lot 2 will have rooftop plant that will be screened.
4.2.5 Design of Storage Areas		

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1) External storage of goods must be avoided, wherever possible. Where the nature of the activity or the materials means that internal storage is impractical, all external storage areas must be located behind the front building setback. In addition, when assessing development applications involving external storage of goods, the following will be taken into consideration: ▪ The proposed height and on-site arrangement of stored goods; ▪ The visual impact of the storage area and how this is proposed to be minimised (orientation, screening with landscaping and/or solid fencing, etc.); ▪ Access arrangements; and ▪ Safety issues. 2) For sites with multiple frontages, either to roads or other public spaces, the location and orientation of external storage areas shall minimise visual impact from all potential viewpoints. 3) Rainwater tanks are not to be visually intrusive from the main street frontage or other public areas.	**YES**	The hardstand area of the Lot 2 building has been orientated away from Mamre road and the east - west collector road running through the estate. Landscaping has been incorporated within the design to shield areas that will contain the storage of goods and the proposed rainwater tank located to the rear of the building and out of public view.
4.2.6 Storage, Transportation and Processing of Chemical Substances		
1) A Chemical Use and Storage Report is to be submitted with any Development Application which involves the storage, transportation and/or processing of chemical substances, except in the following circumstances: ▪ The use of chemicals is for routine cleaning and the chemicals to be used are of household or hospital grade. ▪ The total quantity of chemicals to be routinely used or stored on the site does not exceed 100 litres. ▪ The chemicals to be used or stored are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment if a spill were to occur. ▪ The application outlines the methods proposed to be used to minimise the potential for spills.	**YES**	A SEPP 33 Assessment (**Appendix 15**) has been prepared by Riskcon. The analysis identified that the quantity of DGs held at each warehouse did not exceed the storage threshold levels listed in "Applying SEPP33". It was also identified that the relatively low quantity of DGs stored and handled at the warehouse, and the type of operations proposed at the warehouse (i.e. warehouse is not dedicated DG storage facilities), it was unlikely to result in the maximum permissible transport quantity and number of vehicle operation listed in "Applying SEPP33". In addition to the DG storage and transport assessments, a potentially offensive industry assessment was conducted, which identified that the operations at the Site would not classify the warehouse as offensive.
4.2.7 Signage and Estate Entrance Walls		
1) All advertising is required to be: ▪ Constructed of high quality, durable materials;	**Appropriate on merit**	Details are provided within the Architectural package which consider estate identification and

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▪ Considered in conjunction with the design and construction of buildings; ▪ Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and ▪ Contained wholly within the site. 2) 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. 3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage. 4) Sky signs and other roof signs that project vertically above the roof of a building are not permitted. 5) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above existing ground level. 6) Signs should generally be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations. 7) The sign is to be contained fully within the confines of the wall or awning to which it is mounted. 8) In the case of multiple occupancy of a building or site: ▪ Each development should have a single directory board listing each occupant of the building or site. Freestanding signs will not be supported. ▪ Only one sign is to be placed on the face of each premises either located on or over the door of the shop, unit, office, suite, etc. ▪ One under awning sign shall be permitted for each shop, unit, office, suite, etc. In the case where the shop, office, suite etc. has more than one street frontage, one under awning sign may be permitted to each street frontage. ▪ The minimum distance between under awning signs shall be 3m. ▪ Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification. 9) Projecting wall signs, generally, will not be supported unless it can be demonstrated to be of an architectural style which is particularly suited to that building in relation to its design. 10) Illuminated signs are not to detract from the architecture of the supporting building during daylight. 11) Illumination (including cabling) of signs is to be either: ▪ Concealed.		way finding signage for the estate, which are generally compliant with the controls and would not exceed the heights specified. The proposed signage is appropriate for the industrial use of the Site, considering the need for legible way-finding signage for vehicle drivers and visitors. The proposed signage is of an appropriate appearance and quality and is consistent and compatible with the built form and landscape character of Lot 2. Signage has been avoided where design and positioning could cause a safety hazard for motorists or pedestrians. While the pylon sign is proposed to be 12m in height, the proposed sign has been designed to facilitate the adequate display of information concerning the warehouses to be provided on Site. In addition, the proposal will only provide one pylon sign which presents a coordinated approach to advertising while the Site is to be occupied by multiple warehouses in the future. The proposed flat wall sign will be of appropriate size and will not be higher than 15m above the existing ground level. No illuminated signage is proposed for the Lot 2 building.

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▪ Integral with the sign. ▪ Provided by means of carefully designed and located remote or spot lighting. 12) The ability to adjust the light intensity of illuminated signs is to be installed where the consent authority considers it necessary. 13) A curfew may be imposed on the operation of illuminated signs where continuous illumination may impact adversely on the amenity of residential buildings or have other adverse environmental effects. 14) Up-lighting of signs is prohibited. Any external lighting of signs is to be downward pointing and focused directly on the sign and is to prevent or minimise the escape of light beyond the sign. 15) A maximum of one illuminated sign is permitted on each elevation of each of each warehouse building. 16) All illuminated signage shall be oriented away from residential receivers.		
4.2.8 Lighting		
1) Lighting details shall be provided as part of any relevant development application. 2) Lighting design should address the principles of CPTED, where there is significant pedestrian activity, late night work-shifts or safety and security issues. 3) Adequate lighting should be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources is encouraged. The use of sensor lighting, both internally and externally, should be considered. 4) Where premises are used outside daylight hours, car parks and entrances shall be adequately illuminated. 5) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites where there could be an impact on the adjoining site's operations, safety or amenity.	**YES**	Lighting would be designed to be in compliance with the latest version of AS1158 and AS4282 (INT) – Control of Obtrusive Effects of Outdoor Lighting. Lighting has also been provided in accordance with the requirements of Australian Standard 1158.3.1-1999 and the recommendations contained therein. Glare and spill lights would be limited by the selection of fittings and are in accordance with the Australian Standard 4282-1987. Additionally, light fittings are LED wall mounted, pole mounted and mounted on the face of the awning and directed in such a manner, that they do not cause nuisance to surrounding properties or the public road network.
4.2.9 Fencing		
1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility. 2) Palisade fencing is encouraged. 3) Solid fences above 1 metre in height are not permitted along street frontages.	**YES**	The fencing proposed for the Lot 2 building is in accordance with the Draft DCP, as well as meeting the future tenant demands. Fencing for all future

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4) No fencing other than a low ornamental type may be erected at the front or secondary street site boundary. Should the applicant elect to use high security fencing, such fencing must be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line (refer to Figure 21).		development lots will be in accordance with the draft DCP.
4.2.10 Ecologically Sustainable Design		
1) Development applications should demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design. An architect or appropriate building design consultant with demonstrated ESD skills should be engaged to consider the following issues: ▪ Scale and massing of the built form. ▪ Building and window orientation. ▪ Window size and glass type. o Roof materials and colour. ▪ Thermal mass and floor material. ▪ Façade material, colour and surface treatments. ▪ Insulation. ▪ Landscape to provide amenity, shade and moderation of the building microclimate. ▪ External shading to reduce summer heat particularly on windows and roofs. ▪ Natural ventilation with generous, all weather openings which take advantage of the height of the spaces. ▪ Natural light preferred over artificial. ▪ Utilise extensive roof areas for energy and water collection.	**YES**	A series of sustainable initiatives have been identified in the Ecologically Sustainable Design and Greenhouse Gas Assessment relating to the estate and building on Lot 2, including: ▪ Space efficient building layout ▪ Water Sensitive urban design principles ▪ High Efficiency Electrical Systems ▪ Large scale on-site renewable energy generation ▪ Increased use of daylighting to reduce power usage ▪ Installation of a rainwater capture and reuse system for all buildings on-site ▪ Energy Efficient heating, ventilation and air conditioning including natural ventilation to open spaces ▪ Waste Minimisation strategies Further details of the ESD design and energy efficiency measures are provided in **Appendix 18** and **Section 6.21** of the EIS, noting the estate and building on Lot 2 will target a 5-star Greenstar accreditation.
2) Building services, excluding manufacturing plant and operations, should promote the following ESD measures: ▪ Separate metering of water and electricity is required for buildings with multiple uses or multiple tenants. ▪ Zoning of lighting to match use, and movement sensitive lighting controls.	**YES**	The building services contained within the Lot 2 building will incorporate all of the DCP ESD measures, including, lighting zones, stormwater shutoff valves, waterless urinals, energy efficient

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▪ Shut-off valve at stormwater outlets is required to trap any toxic spills into piped stormwater systems. ▪ Waterless urinals are required at a minimum. ▪ Energy efficient lighting to be used throughout. ▪ Gas boosted solar hot water for staff amenities (kitchen, toilets, showers) unless approved otherwise. ▪ A suitably sized rainwater and recycled water storage tank is required for toilet flushing, irrigation or other permissible non-potable water uses. ▪ Strategic use of translucent/transparent wall and roof cladding to increase natural light. ▪ Waste heat recovery systems which use waste heat from refrigeration systems or other sources for uses such as preheating hot water. ▪ Alternatives to cooling towers such as air-cooled systems, ground source heat rejection or pond heat rejection. ▪ State of the art energy storage systems combined with the use of photo voltaic cells for roof areas.		lighting, solar PV systems, and best practice recycled water initiatives.
3) Measures to improve air quality and visual and thermal comfort include: ▪ Ventilation systems are to be designed to supply a generous amount of fresh air through the use of natural cross flow ventilation. ▪ Low VOC paints and low-formaldehyde floor covering, adhesives and furniture are to be used. ▪ Provision of natural light over artificial light. ▪ Control of direct sun in working areas. ▪ Two component artificial lighting is required which includes reflected light to ceiling and task lighting for desks. ▪ Radiant heat is to be controlled though glazed facades by shading and/or performance glass. ▪ Occupant control of comfort parameters (e.g. operable windows, control of temperature and air flow). ▪ Protection from excessive noise, particularly when windows are open or between production and office areas. ▪ Provision of quality landscaped outdoor amenity areas for staff for lunch and recreation. ▪ Hydronic heating and ceiling fans. ▪ Materials with low reflectance values, Solar Reflective Index (SRI) < 4.0 are to be used.	**YES**	The Lot 2 building will be designed to incorporate the draft DCP measures to improve air quality and visual and thermal comfort. These measures will include generous fresh air through cross ventilation via building louvres and perforated roller shutters Designs will consider provision of natural light, radiant heat, integrated occupant control of mechanical systems and acoustic protection.

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4) In areas where a recycled water scheme is planned: ▪ stormwater harvesting measures respond to the balance of demand for water from recycled and stormwater sources; ▪ street trees are to be indirectly connected to the recycled water network for irrigation during periods of drought; ▪ where a recycled water system is to be delivered as part of individual development proposals, reticulation should be designed in consultation with Sydney Water. 5) Where dual reticulation is being provided for future recycled water delivery, the recycled water supply be designed to supplement stormwater harvesting in a way that does not compromise waterway health objectives. 6) Rainwater tanks shall not be topped up with recycled water unless approved by Sydney Water. 7) Water use within the landscape (for uses such as irrigation, ponds, water features) must be supplied from non-potable sources such as recycled water, roof water, harvested stormwater or other non-licensed water sources and treated to the Australian Guidelines for Recycled Water. 8) All buildings not covered by the State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004: ▪ That are installing any water use fittings must demonstrate minimum standards defined by the Water Efficiency Labelling and Standards (WELS) Scheme. Minimum WELS ratings are 4 star dual-flush toilets, 3 star showerheads, 4 star taps (for all taps other than bath outlets and garden taps) and 3 star urinals. Water efficient washing machines and dishwashers are to be used wherever possible. ▪ To install rainwater tanks to meet 80% of non-potable demand including outdoor use, toilets and laundry. ▪ To incorporate passive cooling methods that rely on improved natural ventilation to supplement or preclude mechanical cooling.	**YES**	The estate infrastructure will include recycled "purple pipe" to allow for the future connection of recycled water by Sydney Water Once the recycled network is provided, all non-potable water for buildings within the estate can be supplied by recycled water.
4.3 Amenity		
4.3.1 Noise and Vibration		
1) Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997. 2) The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural residential development. Developers in all areas should ensure through design of their development that no offensive noise is emitted.	**YES**	An Acoustic Report and a Construction Noise and Vibration Management Plan (**Appendix 14**) has been prepared by Acoustic Works which assesses the construction and operational phases of the Proposed Development against the relevant noise

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3) Where it is considered likely that a development may cause an adverse impact on nearby rural or residential areas, an acoustic report from a qualified acoustical engineer will be required to be submitted for consideration with the development application. The acoustic report will need to demonstrate that the proposed development will not create any adverse impact. 4) All development shall comply with the requirements of relevant Australian Standards and State Government policies and guidelines relating to noise. 5) 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. 6) If an acoustic report is not required at the development application stage, conditions will be imposed as part of the development consent which requires compliance with the relevant Australian Standards and State Government policies and guidelines relating to noise. Applicants must have regard to the criteria and demonstrate a standard of acoustic treatment for the building to comply with such criteria. 7) It is essential that potential developers investigate noise amelioration features to be included in building design, which will assist in achieving compliance with Council's acoustic criteria. Having regard to the surrounding topography, it is critical that the roof element of all buildings be acoustically capable of controlling potential breakout noise.		emission criteria applicable to the Site, ensuring compliance can be achieved. The findings of the acoustic assessment are further discussed in **Section 6.10** of the EIS.
4.3.2 Trading and Operating Hours of Premises		
1) The hours of operation for premises involved in any type of employment generating activity shall be dealt with on a merit basis. 2) In considering applications Council shall have regard to the likely impact of the trading hours of a particular activity on the amenity of adjoining rural-residential areas.	**YES**	The proposal would operate 24-hours 7-days per week. There are no adverse impacts anticipated as a result of the proposed operations.
4.3.3 Air Quality		
1) The emission of air impurities is to be controlled and limited to the standards allowed by the Protection of the Environment Operations Act 1997, to the satisfaction of Council and the Environmental Protection Authority at all times. 2) 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. 3) An assessment of the merits of the proposal will be made at the development application stage. However, applicants should be able to demonstrate that the most efficient means of minimising emissions are being utilised.	**YES**	An Air Quality Impact Assessment (**Appendix 13**) has been prepared by Northstar Air Quality which assesses the construction and operational phases of the proposed development against the relevant air quality emission criteria applicable to the Site, ensuring compliance can be achieved.

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		Further details of the assessment are discussed in **Section 6.11** of the EIS.
4.4 Earthworks and Retaining Walls		
4.4.1 Development on Sloping Sites		
1) A Geotechnical Report is to be submitted with development applications proposing earthworks that change the levels of a site. 2) Level transitions must be managed between lots and not at the interface to the public domain. 3) 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. 4) 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). 5) 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. 6) 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. 7) 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 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. 8) The highest retaining wall element is to be suitably fenced for safety. 9) Development applications should ensure vegetation is protected on the site, particularly where it is important to site stability, and that site planning responds to the natural topography of the site. 10) 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. 11) 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. 12) 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.	**YES**	A Geotechnical Investigation has been prepared by Pells Sullivan Meynink (PSM) (**Appendix 20**). Details of the subsurface conditions and bulk earthworks specification are provided in the Geotechnical Investigation and are discussed in **Section 6.6** of the EIS. A preliminary assessment has been completed to provide an order of magnitude estimate of the earthwork's volumes and considerations for access, drainage and ensure that there is no excess spoil removal from the property. The final levels over the Site will be subject to detailed earthworks modelling and volume assessments with the objective of achieving a cut to fill balance across the Site. Retaining walls will be required along the northern, southern and western boundaries as well as between development lots, generally with a maximum of 3m in height. With a level difference of 20m across the Site, the estate has been specifically designed with smaller lots through the middle portion to allow for smaller stepping throughout and to align in with the natural topography where appropriate.

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13) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs. 14) 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. 15) 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. 16) Earthworks in the floodplain must consider Section 2.7 of this DCP and Clause 33H within the WSEA SEPP.		In accordance with the draft DCP, where retaining walls are 3m and facing the public domain, they have been adequately screened by landscaping, noting that no retaining wall structures exceed 6m (in the aggregate) where facing the public domain The location and indicative heights of retaining walls are illustrated in the Civil Engineering Plans at **Appendix 9**. Level differences along the property frontage to Mamre Road are noted to comprise a stepped arrangement, in conjunction with the proposed stormwater management basin. The permanent batters in clay will be no steeper than 3 horizontal to 1 vertical while temporary batters will be no steeper than 2 horizontal to 1 vertical. Steeper batters in shale can be considered subject to geotechnical advice. Permanent batters will also be adequately vegetated or turfed which will assist in maintaining embankment stability. The proposed earthworks have been designed in accordance with Clause 33H of SEPP WSEA. Further details of the proposed earthworks are provided in the Civil Engineering Report and Plans at **Appendix 9** and **Section 6.7** of the EIS.
4.4.2 Erosion and Sediment Control		
1) All applications for subdivision and development which involve site disturbance must be accompanied by an Erosion and Sediment Control Plan (ESCP). 2) 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	**YES**	An Erosion and Sediment Control Plan has been prepared by Costin Roe Consulting in accordance with the principles and requirements of *Managing Urban Stormwater – Soils & Construction Volume*

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approved ESCP. These must be maintained throughout the course of construction until disturbed areas have been revegetated and the soil stabilised. The applicant will be required to provide certification to this effect, which is to be lodged with Council prior to construction. 3) All erosion and sediment control measures n are to be installed to the satisfaction of Council or the proposed Certifier, in accordance with best management practices recommended by recognised authorities (including Managing Urban Stormwater – Soils and Construction). 4) The work supervisor is responsible for ensuring that all erosion and sediment control measures are implemented in accordance with conditions of approval and are maintained until a final inspection has indicated that the site is sufficiently rehabilitated and stabilised. 5) The decision to install a particular mechanism to prevent erosion and/or sedimentation depends on the location and type of activity proposed and may vary from site to site. 6) Council may require erosion and sediment control works to be carried out in addition to, or in variation from, the approved ESCP, should circumstances necessitate it. Any variations are to be approved by Council and implemented in accordance with this section and current best practice guidelines, where relevant. 7) All erosion and sediment control measures should be maintained for the duration of the specified maintenance period. An established, stabilised ground cover must be in place and approval should be obtained from the Certifying Authority before removing erosion and sediment control measures. 8) Where an application is for a site over 2,500m2 and there will be substantial earthworks, the applicant is required to address a number of additional measures in the ESCP, including: ▪ Identify all areas likely to cause pollution of waterways from the transport of stormwater run-off containing sediment and silt and implement appropriate devices to stop the risk of pollution; ▪ Divert clean water around the construction site to prevent contamination; ▪ Retain as much natural vegetation as possible and limit site disturbance; ▪ Control stormwater that enters the construction site from upstream; ▪ Divert stormwater from undisturbed upper slopes onto stable areas; ▪ Retain and stockpile all excavated topsoil on site for future landscaping and to minimise risk of erosion; ▪ Prevent sediment/silt from entering adjoining public or private property (especially drains) by installing sediment control devices at the low side of sites and wash down areas;		*1* ('Blue Book') (Landcom, 2004), which will implemented for the proposed development. The Erosion and Sediment Control Plan is provided within Appendix C of the Civil Engineering Report at **Appendix 9**.

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▪ Provide a single, stabilised entry/exit point to the site; ▪ Prevent sediment, including building materials, from reaching the road or Council's stormwater system. Sediment is to be removed by sweeping, shovelling or sponging. Under no circumstances shall sediment be hosed; ▪ Where a work zone permit over public property is applicable, ensure that appropriate debris control devices are implemented to prevent spillage of building materials into stormwater drains; ▪ Compact all drainage lines when backfilling; ▪ Connect downpipes to the stormwater system as early as possible; ▪ Revegetate all disturbed areas, after on-site works are completed, in order to stabilise the surface; and ▪ Maintain all sediment control devices during earthworks and construction to standards acceptable to Council.		
4.5 Utilities		
4.5.1 General Principles for the Provision of Services		
1) Council shall require as conditions of any development consent that arrangements satisfactory to: ▪ Sydney Water will be made for the provision of water and sewerage services; ▪ Endeavour Energy have been made for the supply of electricity; ▪ Arrangements satisfactory to the relevant telecommunications authority will be made for the provision of telecommunications services; and ▪ Council have been made for the drainage of the land. 2) A Utilities Plan is to be submitted with all subdivision and new building development applications. 3) Council will require, as a condition of consent, that electricity and telecommunication mains be placed underground. 4) Where technically feasible, compatible public utility services shall be coordinated in common trenching to maximise cost-effectiveness. 5) Council will require that all new premises be provided with state of the art telecommunications infrastructure utilising optic fibre or DSL technology to enable companies to access broad band services using high speed, high reliability telecommunications.	**YES**	All services will be augmented accordingly to the Site. Further details are provided in the Service Infrastructure Assessment (**Appendix 23**).
4.5.2 Council Engineering Works and Construction Standards		

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1) All engineering works shall be undertaken in accordance with the provisions of Council's standards, as amended: ▪ Stormwater Drainage Specifications for Building Developments; ▪ Council's Water Sensitive Urban Design (WSUD) Technical Guidelines; ▪ Engineering Design Specifications for Civil Works; and ▪ Engineering Construction Specifications for Civil Works.	**YES**	All civil works will be undertaken in accordance with the adjoining Council Standards and Guidelines.
4.6 Waste Minimisation and Management		
1) Applicants are to submit a Waste Management Plan when lodging a development application for: ▪ Demolition or construction of buildings. ▪ Change of use of buildings. ▪ Subdivision of land and/or buildings. o Alterations to 50% or more of the existing gross floor area of buildings, or additions to buildings resulting in a 50% increase (or more) to the existing gross floor area. 2) 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. 3) A Waste Management Plan will also be required for applications for a Complying Development Certificate. 4) The Waste Management Plan enables Council (or the Certifying Authority) to assess the waste likely to be generated by the development and ensure that appropriate actions are taken so as to properly manage the generation, storage and disposal of wastes. 5) 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. 6) The following features will need to be considered in the design of waste storage and collection areas: ▪ Dry recyclables including containers, paper, cardboard and toners for printers and photocopiers should be separated from other waste, for recycling; ▪ Food scraps should be placed in specialised containment bins and collected on a regular basis (particularly where large volumes of perishable wastes are generated);	**YES**	A Waste Management Plan (**Appendix 21**) has been prepared for the Proposal.

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▪ Refrigerated garbage rooms should be provided where there are large quantities of perishable wastes and infrequent collections; and ▪ Clinical or hazardous and liquid waste should be placed in specialised containment bins and collected by specialised services. 7) Grease traps must be provided where there is a likelihood of liquid waste entering the drainage systems (contact Sydney Water to obtain trade waste requirements). 8) Communal storage/collection facilities are recommended where: ▪ The design makes it difficult for all tenants to have ready access to a collection point; or ▪ The site characteristics restrict vehicle entry. 9) Where a communal facility exists, each tenant should have a designated area which is clearly signposted. 10) 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. 11) The system for waste management must be compatible with the collection service(s) to be used whether Council or private contractor. 12) Swept paths demonstrating adequate manoeuvring area are to be provided with the application.		
4.7 Access and Parking		
1) Parking provided on site is to meet AS 2890 and where appropriate, AS 1428. On-site car parking is to be provided to a standard appropriate to the intensity of the proposed development as set out in Table 13.	**YES**	The proposed parking provision has been addressed in the TMAP at **Appendix 10**. The Lot 2 building requires 170 parking spaces and 170 parking spaces are provided. Therefore, the proposal can provide full compliance with the adopted rates. All parking areas, including access aisles and parking modules, are to be designed with reference to AS2890.1 and AS2890.6. It is anticipated that full parking area design compliance with the relevant standards would form a standard Condition of Consent further to approval.

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Activity / **Parking Requirement** Freight Transport Facilities: 1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility Industries: 1 space per 200m² of gross floor area or 1 space per 2 employees, whichever is the greater Vehicle Body Repair Workshops/ Vehicle Repair Stations: 3 spaces per 100m² of gross floor area or 6 per work bay, 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 Neighbourhood shops: 1 space per 40m² of gross leasable area Other Uses: In accordance with RMS Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This may require the applicant to submit a car parking report from a suitably qualified traffic consultant. **Activity** / **Parking Requirement** Accessible Parking: Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890. Bicycle Parking: Bicycle parking in accordance with the suggested bicycle parking provision rates for different land use types in the document 'Planning Guidelines for Walking and Cycling' (NSW Government 2004). Bicycle parking spaces should comply with AS2890.3:1993 Bicycle Parking Facilities.		All access driveways (to the internal road network) are to be designed with reference to AS2890.1 and AS2890.2, with service driveways to provide for vehicles up to and including a 30m Performance-Based Standards (PBS) 2B vehicle. It is anticipated that full access driveway design compliance with AS 2890.1 and AS 2890.2 would form a standard Condition of Consent further to approval. All service areas are to be designed with reference to AS 2890.2, and again provide for the movement of vehicles up to and including a 30m PBS 2B vehicle It is anticipated that service area design compliance with AS 2890.2 would form a standard Condition of Consent further to approval. The Lot 2 warehouse service area can readily accommodate up to 28x 20m Articulated Vehicles (AV's) and a single 12.5m Heavy Rigid Vehicles (HRV) in rear loading positions. In addition, the Lot also readily accommodates up to 2x 30m PBS 2B vehicles in side-loading positions adjacent the roller shutter doors (RSDs). Swept path assessments for Site Access, internal hardstand movements and RSD access are provided in Appendix B of the TMAP. Further details of the parking assessment are provided in **Section 6.8** of the EIS.

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2) For existing developments, a new use must not commence or the floor area be increased until the required car park spaces have been provided on the site, corresponding to the activities outlined in Table 13. 3) Employee rates identified in Table 13 are to be based on the initial use identified at the time of lodgement of the development application. 4) In the absence of specific requirements relevant to particular developments, the parking requirements in the RTA's "Guide to Traffic Generating Developments" (as updated) and Australian Standard AS 2890.1 and 2 - 2004 should be referred to as a guide. In the absence of all data, the applicant should revert to the use of first principles. 5) Where relevant, development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site. 6) Stacked parking will not be permitted. 7) Car parking above ground level is to have a minimum floor to ceiling height of 2.8m so it may be adapted to another use in the future. 8) Underground/basement car parking is not permitted. 9) Car parking and associated internal manoeuvring areas provided over and beyond the requirements of this DCP shall be calculated as part of the development's gross floor area. 10) Car space dimensions must comply with the relevant Australian Standards. 11) 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. 12) Provision of parking spaces for disabled persons should be in accordance with the Access to Premises Standards, the Building Code of Australia and AS2890. 13) All car parking areas to be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated. 14) Vehicle access is to be integrated into the building design as to be visually recessive. 15) The design of parking and access areas is to address Water Sensitive Urban Design (WSUD) principles (refer Section 2.6). 16) 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. 17) Internal directional signs are to be provided to assist site visitors in locating parking areas. 18) 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. 19) Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.		

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20) Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction. 21) Visitor parking should be provided outside the secured parking areas. 22) The design of car parks should ensure adequate separation of staff/visitor parking and loading dock circulation areas for heavy vehicles. 23) 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. 24) Loading docks associated with the development shall be provided on-site, with all loading and unloading activities occurring on-site. 25) All loading and unloading areas are to be: ▪ Integrated into the design of developments; ▪ Separated from car parking and waste storage and collection areas; ▪ Located away from the circulation path of other vehicles; and ▪ Designed for commercial vehicle circulation and access complying with AS 2890.2. 26) 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). 27) Secure multi-deck car parks should incorporate communication devices such as: o Intercoms at boom gates; o Public address systems; o Telephones; or o Emergency alarms. 28) To ensure users of secure multi-deck car parks are easily able to determine the location of exit and access points, security intercoms or similar and appropriate signage are to be included. 29) 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. 30) All potential entrapment points should be avoided, e.g. under stairs, blind corners and wide columns. Adequate lighting and mirrors should be used when certain design features are unavoidable. 31) Access, parking, manoeuvring and loading facilities for industrial development shall be in accordance with AS 2890.2 - 2004 and Performance Based Standards 'An introduction for road managers' (National Heavy Vehicle Register – May 2019) to accommodate vehicle types as outlined in Table 14. 32) A development is required to cater for vehicles larger than the minimum specified above where the development is for uses such as a transport depot, warehouse, etc. All service vehicles must enter and exit the development site in a forward direction. \		

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33) 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.		
4.7.2 Bicycle Parking, Facilities and Storage		
1) Applicants should comply with the suggested bicycle parking provision rates for different land use types in the document 'Planning Guidelines for Walking and Cycling' (NSW Government 2004). 2) Bicycle parking spaces must be provided in accordance with AS2890.3:2015 Bicycle Parking Facilities. 3) The following associated bicycle facilities are to be provided: ▪ Change and shower facilities for cyclists are to be conveniently located close to the bicycle storage areas; and ▪ Where the building is to be strata-titled, the bicycle storage facilities and shower/change facilities are to be made available to all occupants of the building. 4) Bicycle parking spaces must: ▪ Be located to provide convenient access from surrounding bicycle routes and main building entrances; o Not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure; ▪ Not cause a hazard; and o Be adequately lit during periods of use. 5) A bicycle rail must: ▪ Be securely fixed to a wall or to the floor or ground; ▪ Be in a highly visible location for bicycle security (when not in a compound); ▪ Be of a shape that allows a cyclist to easily lock the bicycle frame and wheels; and ▪ Be located to allow easy access to park, lock and remove the bicycle. 6) A bicycle compound or a bicycle locker must: ▪ Be located to provide convenient access to other bicycle facilities including showers and change rooms; ▪ Be fully enclosed; ▪ Be able to be locked; and ▪ If outside, provide weather protection for the bicycle.	**YES**	Staff numbers are unknown at this stage. Notwithstanding, the Lot 2 building design includes 40 covered bicycle parking spaces, which is considered that adequate. Reference is also made to the accompanying Architectural Plans (**Appendix 4**) and GTP in relation to suitable levels of bicycle facilities. The provision of bicycle facilities for the remaining allotments will be subject to separate development consent.
4.7.3 Access and Driveways		
1) The road access to the site should provide for safe entry and exit. All vehicles must enter/exit the site in a forward direction.	**YES**	All access driveways (to the internal road network) are to be designed with reference to AS2890.1 and AS2890.2, with service driveways to provide for vehicles up to and including a 30m

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2) The entry and exit from the site should provide for appropriate traffic sight distance in both directions, in accordance with the provisions of AS2890.1 and 2 - 2004 for car parking and commercial vehicles respectively. 3) The design of the development driveway should take into consideration the traffic volumes of the surrounding road network. 4) Driveways should be: ▪ Provided from lanes and secondary streets rather than the primary street, wherever practical; ▪ Located taking into account any services located within the road reserve, such as power poles, drainage inlet pits and existing street trees; ▪ Setback a minimum of 6m from the perpendicular of any intersection of any two roads; and ▪ Located to minimise noise and amenity impacts on adjacent residential development. 5) 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. 6) 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). 7) Site specific driveway designs should be designed for sites which require access arrangements for 36m B-triple (PBS Level 3 Type A). 8) Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard (AS2890.1). 9) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area. 10) All driveways are to be sealed from the point of the public road up to and including the hard-stand parking areas. 11) Roads shall be constructed to Council's standards in consultation with Council's Engineering Services Unit and Council's 'Guidelines for Engineering Works - Development and Subdivision'. 12) New road reservations and rights-of-way shall be dedicated or created at no cost to Council. 13) New allotments must have direct access to dedicated public roads. 14) Bushfire requirements must be considered when designing access roads for subdivisions of land which is classified as 'bushfire prone land'. Access arrangements must include adequate provision for turning areas and emergency access. 15) Natural contours should be followed when designing and constructing driveways. Driveways should be located to retain as much of the property's vegetation as practicable.		Performance-Based Standards (PBS) 2B vehicle. It is anticipated that full access driveway design compliance with AS 2890.1 and AS 2890.2 would form a standard Condition of Consent further to approval. All service areas are to be designed with reference to AS 2890.2, and again provide for the movement of vehicles up to and including a 30m PBS 2B vehicle It is anticipated that service area design compliance with AS 2890.2 would form a standard Condition of Consent further to approval. The Lot 2 warehouse service area can readily accommodate up to 28x 20m Articulated Vehicles (AV's) and a single 12.5m Heavy Rigid Vehicles (HRV) in rear loading positions. In addition, the Lot also readily accommodates up to 2x 30m PBS 2B vehicles in side-loading positions adjacent the roller shutter doors (RSDs).

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16) Any new private access roads or driveways that connect to a public road should be sealed with asphalt or another suitable surface from the public road to prevent erosion and minimise dust and dirt transfer.		
4.7.4 Site Access and Servicing		
1) 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. 2) Development shall, where appropriate, be designed to: ▪ Allow all vehicles to enter and leave the site in a forward direction; ▪ Accommodate heavy vehicle parking and manoeuvring areas; ▪ Avoid conflict with staff, customer and visitor vehicular and cycle movements; and ▪ Ensure satisfactory and safe operation with the adjacent road system. 3) In determining access and servicing requirements, Council will take the following into consideration: ▪ The location, type and scale of the proposed development; ▪ The compatibility of the location and design of the car park with adjoining properties; ▪ Traffic Authority Guidelines and comments of the Local or Regional Traffic Committee(s); and ▪ The potential for the development to generate heavy vehicle movements. 4) Full details of the volume, frequency and type of vehicle movements shall be submitted with the development application. 5) 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 developments shall be designed to accommodate 26m B-double (PBS Level 2 Type B). 6) The suitability of manoeuvring areas provided for large vehicles will be assessed by reference to the Standard Vehicle Turning Templates which appear in Figures A.5a (small rigid truck), A.7a (large rigid truck) and A.9a (large articulated truck) of the Roads and Maritime Services publication Policies Guidelines and Procedures for Traffic Generating Developments and turning templates for either 26m B-doubles (PBS :Level 2 Type B) or 36m long B-triple (PBS Level 3 Type A).	**YES**	A TMAP (**Appendix 10**) has been prepared for the Proposal which includes an assessment against the relevant traffic and parking impacts. Swept path assessments for Site Access, internal hardstand movements and RSD access are provided in Appendix B of the TMAP. Further details of the traffic assessment are discussed in **Section 6.8** of the EIS.

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7) 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. 8) Car parks, aisles and manoeuvring areas shall be designed with function and safety in mind, and have minimum dimensions conforming with the Australian Standards 2890 Parking Facilities. The relevant parts of this standard are AS2890. 1 Off-street parking, AS2890.2 Commercial vehicle facilities and AS2890.3 Bicycle parking facilities. 9) Where the nature of the industrial development will attract clients/visitors to the site, the following elements shall be included in the car park design: ▪ The internal (vehicular) circulation network is to be free of disruption to circulating traffic and ensure pedestrian safety; ▪ The car park should, where possible, be designed with wheel stop kerbs only, rather than a barrier kerb between parking areas and pedestrian pathways; ▪ The movement of pedestrians throughout the car park is clearly delineated by all users of the car park and minimises conflict with vehicles; and ▪ Where parking spaces are to be provided for people with disabilities, these spaces are to be: - Suitably located near entrances to the building, lifts and access ramps (if required); - Provided in accordance with AS1428.1 Design for Access and Mobility; and - Supplemented by the installation of appropriate tactile pavement treatments where required. 10) Major developments shall make adequate provision for bicycle parking.		
4.8 Employment Service Hubs		
1) Indicative locations for employment service hubs are identified in the Mamre Road Precinct Structure Plan (Figure 2). Alternate location for an employment service hub may be considered, if: ▪ It is located at least 1km from other existing and/or planned employment service hubs; ▪ It does not preclude the provision of an employment service hub in a more accessible location. 2) Development applications must demonstrate that the size, function and proposed use serves the daily convenience needs of the workforce in the zone or is for the benefit of the local workforce and businesses. 3) Employment service hubs must not have an unreasonable impact on the viability of any other nearby established centre within an industrial or business zone.	**YES**	The development is not in close proximity to an employment service hub as shown within the draft DCP.

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4) Uses are to be located within the primary street frontage to generate activity and interest on the street. 5) Active transport paths and bicycle parking should be prioritised and incorporated into the design of the development. 6) The built form should address co-located open space areas. 7) Outdoor furniture and shading shall be provided.		