Mamre Road Precinct DCP Compliance Table

Summit at Kemps Creek

706-752 Mamre Road, Kemps Creek

Ethos Urban

Control	Compliance	Comment
2. Precinct Planning Outcomes		
2.1 Mamre Road Precinct Structure Plan		
1) Development applications are to be generally consistent with the Precinct Structure Plan (Figure 2), the water cycle management strategy and local road network strategy.	**Y**	The proposed development is consistent with the general arrangement of the Structure Plan as it: • Supports an industrial land use in accordance with the Plan; • Recognises environmental conservation in the north-east corner of the site in accordance with the Plan; • Recognises the location of the future Southern Link Road corridor and designates land appropriately; and • Provides an appropriate transitional buffer at the interface of the industrial and environmental components of the development site.
2) The consent authority will consider the extent to which the proposed development is consistent with the Structure Plan, including cumulative and precedent implications on existing and planned infrastructure, and services and amenities provision.	**Y**	The proposal remains consistent with the Precinct Vision for the following reasons: • It proposes a land use (warehousing) on large, consolidated lots to support the extension of the Western Sydney Employment Area; • It does not directly interface with existing educational or rural-residential land so and thus does not generate any adverse environmental impacts to these more sensitive receivers; • The specialist technical studies that support the development have considered cumulative impacts and staging of development with regard to potential interim and long-term environmental impacts; and • The proposed development is generally consistent with the Objectives and controls of the MRP DCP and Structure Plan and is not considered to create any significant cumulative or precedent implications for existing and planned infrastructure, and services and amenities provision.
3) Proposed variations to the general arrangement of the Structure Plan must be consistent with the Precinct Vision, to the satisfaction of the consent authority.	**Y**	Noted. The proposed development is generally consistent with the Structure Plan with respect to land use, site layout and connectivity and infrastructure provision.

Control	Compliance	Comment
2.2 Biodiversity		
2.2.2 Biodiversity Certification		
1) Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.	**Y**	The proposed development is sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat. Refer to Chapter 9 of Biodiversity Development Assessment Report (**Appendix Z**), Chapter 4 of Weed and Eradication Management Plan (**Appendix AA**), and Chapter 4 of Construction Environmental Management Plan (**Appendix BB**).
2) Development applications for land that has the potential to impact biodiversity prior to the approval of the CPCP are to be accompanied by a Biodiversity Development Assessment Report.	**Y**	A Biodiversity Development Assessment Report has been prepared by Cumberland Ecology and included at **Appendix Z**.
3) Where development is proposed to impact on an area of native vegetation, it shall be demonstrated that no reasonable alternative is available and suitable ameliorative measures are proposed (e.g., weed management, rehabilitation, nest boxes).	**Y**	Refer to Chapter 9 of Biodiversity Development Assessment Report (**Appendix Z**), Chapter 4 of Weed and Eradication Management Plan (**Appendix AA**), and Chapter 4 of Construction Environmental Management Plan (**Appendix BB**)
4) A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.	**Y**	A Weed Eradication and Management Plan has been included, refer to **Appendix AA**.
2.2.3 Biodiversity Conservation and Management		
Environmental Conservation and Recreation Zones – Blue-Green Network		
1) Minimise clearing of native vegetation within the blue-green network, which comprises land zoned E2 Environmental Conservation, RE1 Public Recreation, RE2 Private Recreation and riparian corridors. Note: Clause 33K of WSEA SEPP also applies.	**N/A**	The site does not include any land within the blue-green network (E2, RE1, RE2 and riparian corridors).
2) No clearing of native vegetation shall occur within the Precinct on land zoned Environmental Conservation (E2), Public Recreation (RE1), and Private Recreation (RE2) without having regard to the Biodiversity Conservation Act 2016.		
3) A Vegetation Management Plan (VMP) for the rehabilitation and conservation of native vegetation is to be prepared by a suitably qualified expert for land within the blue-green network.		
4) A Threatened Species Assessment is to be undertaken for development applications on land within 500m of an E2 Environmental Conservation zone to determine the presence of threatened species or their habitat. Building setbacks for grey-headed flying fox and raptors are required, if present on or adjacent to the development site, are outlined in Table 3.	**Y**	Refer to Sections 2.4 and 2.5, and Chapter 5 of Biodiversity Development Assessment Report (**Appendix Z**).

Control	Compliance	Comment
5) Bushfire Asset Protection Zones (APZs), stormwater detention basins, and roads are to be located wholly within land zoned IN1 General Industrial and avoid the blue-green network.	**Y**	The site does not include any land within the blue-green network (includes E2, RE1, RE2 and riparian corridors).
General Biodiversity Management		
6) Avoid impacts on habitat features which provide essential habitat for threatened species and other fauna including large trees including dead trees at (>50cm trunk diameter at breast height) and avoid impacts to soil within the dripline of the retained trees.	**Y**	The accompanying BDAR (refer **Appendix Z**) details that there are no habitat features that present significance to threatened species.
7) Any mature native tree removed is to be replaced by at least 2 trees selected from the Plant List (Appendix C) which would develop to a similar size at maturity	**Y**	Of the 450 trees proposed to be planted with Stage 1, 369 trees are of species which appear in the Plant List, located within the Biodiversity Development Management Report (**Appendix Z**).
8) Mitigation for threatened ecological communities is to be undertaken in accordance with: • *Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC; and,* • *Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).*	**Y**	Refer to Sections 7.2.2 and 7.2.3 Biodiversity Development Assessment Report (**Appendix Z**).
9) 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) on site and re-use of topsoil that contains known or potential native seed bank;* • *Undertake a pre-clearance assessment for native fauna immediately prior to native vegetation clearing to ensure arboreal mammals, roosting and hollow-using birds, bats and reptiles found to be present are prevented from accessing vegetation to be cleared, and appropriately removed prior to clearing; and* • *Native animals are to be relocated from development sites in accordance with the former Office of Environment and Heritage's Policy on the Translocation of Threatened Fauna in NSW.*	**Y**	For pre-clearance assessment, refer to Section 4.6.1 of Construction Environmental Management Plan (**Appendix BB**). For native animal relocation, refer to Section 4.7 of Construction Environmental Management Plan (**Appendix BB**).
10) WONS and weeds on the National Environmental Alert List under the National Weeds Strategy are to be managed and eradicated (refer to NSW Weed Wise for current weed identification and management approaches).	**Y**	Refer to Chapter 4 of Weed Eradication and Management Plan (**Appendix AA**).
11) Subdivision design and bulk earthworks are to consider the need to minimise weed dispersion during and after construction and promote weed eradication. A Weed Eradication and Management Plan is to be submitted with subdivision development applications.	**Y**	Refer to the Weed Eradication and Management Plan (**Appendix AA**).

Control	Compliance	Comment
12) Pest control techniques implemented during and post construction are to be in accordance with regulatory requirements for chemical use and address the relevant pest control strategy and are to reduce the risk of secondary poisoning (e.g. from Pindone or second generation rodenticides).	**Y**	Refer to Section 4.2 of Construction Environmental Management Plan (**Appendix BB**) and Section 4.3.2 of Weed Eradication and Management Plan (**Appendix AA**).
13) Vegetation to which Part 3 of State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 applies is the same vegetation that must not be ringbarked, cut down, lopped, topped, removed, injured, wilfully destroyed or cleared without a development consent or permit granted by Council.	**Y**	Refer to section 7.1 of Biodiversity Development Assessment Report (**Appendix Z**).
14) Where high intensity lighting is necessary for site operation, safety and security, it is to be designed to avoid light spill into adjoining natural areas. Australian Standard AS 4282 or updates to that standard are to be considered as a minimum.	**Capable of compliance**	This will be undertaken during the construction certificate and occupational certificate stage.
15) Where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies, street lighting must be of the type that will not attract insects.	**Y**	Refer to Section 7.1 of Biodiversity Development Assessment Report (**Appendix Z**).
16) Where noise adjacent to natural areas is likely to impact wildlife, the proponent must manage the timing of noise producing activities, including installing appropriate noise treatment barriers along major roads and other attenuation measures.	**Y**	Both the Greater Broad-nosed Bat and Southern Myotis were recorded on the subject land, refer to Section 5.3.4 of the Biodiversity Development Assessment Report (**Appendix Z**) and Section 3.3.3 of Construction Environmental Management Plan (**Appendix BB**) Refer to Section 8.3 of the Biodiversity Development Assessment Report (**Appendix Z**), indirect impacts of light not deemed to be significant.
17) Ensure appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.	**Y**	Refer to Section 8.3 of Biodiversity Development Assessment Report (**Appendix Z**). Indirect impacts not deemed to be significant.
18) Traffic calming measures shall be considered in all development areas adjacent to Environmental Conservation and Recreation zoned lands not subject to wildlife (including koala) exclusion fencing, such as speed humps, audible surfacing and faunal bridges.	**N/A**	Not applicable. The site is not adjacent to Environmental Conservation and Recreation zoned lands.
19) 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.*	**Y**	Refer to Section 7.2.3 and Chapter 9 of Biodiversity Development Assessment Report (**Appendix Z**).
20) Adopt and implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).	**Y**	Cumberland Plain Land Snail is not present on site, refer to Section 5.3 of the Biodiversity Development Assessment Report (**Appendix Z**)

Control	Compliance	Comment
2.3 Riparian Land		
1) Within a mapped riparian corridor (field-validated), as identified in Figure 2, existing native vegetation is to be retained, rehabilitated and managed in accordance with the controls below, except where clearing is required for essential infrastructure e.g., roads.	**N/A**	No riparian corridor is located within the site or its surrounds.
2) Modifications to a natural (or historic) waterbody and waterfront land requires the approval of Natural Resources and Assessment Regulator (NRAR), including the enhancement of the ecological outcomes of the watercourse, hydrological benefits and ensure the long-term geomorphic stability of the watercourse.	**Capable of Compliance**	NRAR to be consulted during the assessment period.
3) Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian area and habitat, such as fallen debris.	**N/A**	The site does not include any Strahler Order 2 or higher streams
4) Where a development is associated with or will affect a waterway of Strahler Order 2 or higher, rehabilitation shall return that waterway to a natural state..		
5) Waterway crossings such as bridges are to be maintained to retain ecological connectivity and water quality		
6) Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian area and species movements in accordance with NSW Department of Primary Industries - Fisheries requirements to maintain fish passage.		
7) Where development is unavoidable within riparian areas or waterfront lands, the development application shall demonstrate that potential impacts on water quality, aquatic habitat, and riparian vegetation will be negligible or offset in accordance with the vegetated riparian zone and offsetting requirements as specified NRAR Guidelines for Controlled activities on waterfront land - riparian corridors (May 2018).	**N/A**	No riparian corridors are located within the site or its surrounds.
8) All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.		
9) The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).		
10) Riparian areas along Kemps Creek and Ropes Creek shall retain proteaceae shrubs providing habitat and connectivity for the Eastern Pygmy Possum Cercartetus nanus.		

Control	Compliance	Comment
11) Activities within the vegetated riparian zone, such as cycleways and paths, detention basins, stormwater management devices and essential services, must comply with the 'riparian corridor matrix' in the NRAR Guidelines.		
12) The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines.	**N/A**	No water sources are located within the site or its surroundings.
13) Private and public fencing should avoid intersecting across riparian corridors.	**N/A**	No riparian corridors are located within the site or its surroundings.
14) Bushfire asset protection zones should be located outside the vegetated riparian zones.		
15) Appropriate widths for vegetated riparian zones are dependent on the stream order in accordance with the Strahler methodology. Stream width shall be measured either in accordance with the 'Waterfront Land Tool' as developed by the NRAR, or from the top of the highest bank on both sides of the channel/watercourse. Enhancement of riparian corridors should: • *Respond to the hydrological regime of the drainage area for watercourse treatments;* • *Replicate the natural watercourse through creation of a meandering channel;* • *Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings;* • *Minimise ongoing maintenance through channel and stream bed design;* • *Establish functional riparian zones and natural stream channels;* • *Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions;* • *Minimise damage to channel banks and vegetation from storm flow events; and* • *Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.*	**N/A**	No riparian corridor or water courses are located with the site or its surroundings.
16) Where a development proposal would significantly affect Key Fish Habitat and/or threatened fish, applicants must include an Aquatic Ecological Environmental Assessment in accordance with the Fisheries Management Act 1994.	**Y**	No key fish habitat or threatened fish were recorded on site, refer to Section 3.2.2 and 5.3 of Biodiversity Development Assessment Report (**Appendix Z**).
17) Water holding structures (e.g. farm dams) more than 0.1ha in area or 3ML in volume within 3km of the approach boundary to Western Sydney Airport, are to be avoided unless appropriate wildlife strike assessment and design/maintenance controls are implemented, to ensure there is no attraction for water-favouring fowl.	**Y**	All dams on site are proposed to be decommissioned, refer to Section 1.3.4 of Biodiversity Development Assessment Report (**Appendix Z**).

Control	Compliance	Comment
18) Dams proposed for retention must be subject to a geotechnical investigation to determine the safety of the structure with respect to surrounding land uses.	**N/A**	No dams are proposed for retention.
19) Where development immediately abuts a riparian corridor, development shall be located and designed to minimise environmental impact to the riparian corridor. Consideration must be given to issues such as surveillance, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat.	**N/A**	No riparian corridors are located within the site or its surroundings.
2.4 Integrated Water Cycle Management		
Waterway health and Water Sensitive Urban Design		
1) Development applications must demonstrate compliance with the stormwater quality targets in Table 4 and the stormwater flow targets during construction and operation phases in Table 5 and Table 6 at the lot or estate scale to ensure the NSW Government's waterway objectives (flow and water quality) for the Wianamatta-South Creek catchment are achieved (see Appendix D). Where the strategy for waterway management is assessed at an estate level, the approval should include for individual buildings within the estate, which may be the subject of future applications.	**Y**	Performance of the proposed water management strategy against the stormwater quality targets is presented in the Water and Stormwater Management Plan (**Appendix J**). Performance against the construction phase stormwater flow targets is presented in the Civil Infrastructure Report (**Appendix I**). Performance of the proposed water management strategy against the operational stormwater flow targets is presented in the Water and Stormwater Management Plan (**Appendix J**).
2) The stormwater flow targets during operation phase (Table 5) include criteria for a mean annual runoff volume (MARV) flow-related option and a flow duration-related option. Applicants must demonstrate compliance with either option.	**Y**	Performance of the proposed water management strategy against the operational stormwater flow targets is presented in the Water and Stormwater Management Plan (**Appendix J**).
3) Development applications must include a Water Management Strategy (WMS) detailing the proposed Water Sensitive Urban Design (WSUD) approach, how the WMS complies with stormwater targets (i.e. MUSIC modelling), and how these measures will be implemented, including ongoing management and maintenance responsibilities. Conceptual designs of the stormwater drainage and WSUD system must be provided to illustrate the functional layout and levels of the WSUD systems to ensure the operation has been considered in site levels and layout.	**Y**	A Water and Stormwater Management Plan is included at **Appendix J**. Design drawings showing the layout and levels of the proposed stormwater management elements are included in Civil Drawings (**Appendix K**).
4) The design and mix of WSUD infrastructure shall consider ongoing operation and maintenance. Development applications must include a detailed lifecycle cost assessment (including capital, operation/maintenance, and renewal costs over 30 years) and Maintenance Plan for WSUD measures.	**Y**	Ongoing management and maintenance considerations are addressed in Section 7 of the Water and Stormwater Management Plan (**Appendix J**).
5) WSUD infrastructure may be adopted at a range of scales (i.e. allotment, street, estate, or sub-precinct scale) to treat stormwater, integrate with the	**Y**	A summary of the proposed WSUD infrastructure is outlined in the Water and Stormwater Management Plan (**Appendix J**).

Control	Compliance	Comment
landscape and maximise evaporative losses to reduce development flow runoff. Vegetated WSUD measures, naturalised trunk drainage and rainwater/stormwater reuse are preferred. Acceptable WSUD measures to retain stormwater within the development footprint and subdivision are shown in Table 7.		
6) Development must not adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.	**Y**	Sodicity and salinity of the soil was discussed in Section 5.2.2 of the Detailed Geotechnical Investigation (**Appendix R**). The findings were consistent with experience with other Western Sydney sites. Typical industrial development will not adversely impact soil salinity or sodic soil. We understand that the vast majority of the site will be sealed by the proposed development and appropriate surface runoff collection and disposal systems have been included in the design. It is expected that there will be less infiltration following the proposed development than the current existing conditions. No groundwater was observed in the boreholes in previous investigations. Minor water seepage was only observed in AH05 in bedrock at depth 5.7m about 2 of below the design pad level at RL 62m. We consider the development does not adversely impact ground water.
7) Infiltration of collected stormwater is generally not supported due to anticipated soil conditions in the catchment. All WSUD systems must incorporate an impervious liner unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).	**Y**	The proposed water management strategy does not incorporate infiltration of collected stormwater.
8) Where development is not serviced by a recycled water scheme, at least 80% of its nonpotable demand is to be supplied through allotment rainwater tanks.	**Y**	Refer to the Water and Stormwater Management Plan (**Appendix J**) for details of proposed rainwater tanks to meet at least 80% of non-potable water demand (as an interim measure). Ultimately, the site will be serviced by a recycled water scheme.
9) Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: • *Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water;* • *Bring a purple pipe for recycled water to the boundary of the site, as required under Clause 33G of the WSEA SEPP. Not top up rainwater tanks with recycled water unless approved by Sydney Water; and* • *Design recycled water reticulation to standards required by the operator of the recycled water scheme.*	**Y**	Stormwater harvesting in the form of rainwater tanks on the proposed lots will form one of the components of the Interim Arrangement. The supply of harvested rainwater for non-potable uses within the development will be prioritised over reticulated recycled water. It is envisaged that reticulated recycled water would supply the shortfall in supply from the rainwater tank and would not top up rainwater tanks unless approved by Sydney Water. Refer to the Water and Stormwater Management Plan (**Appendix J**).

Control	Compliance	Comment
Trunk Drainage Infrastructure		
10) Indicative naturalised trunk drainage paths are shown in Figure 4.	**Y**	Refer to the Water and Stormwater Management Strategy (**Appendix J**) prepared by AT&L.
11) Naturalised trunk drainage paths are to be provided when the: • *Contributing catchment exceeds 15ha;or* • *1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019;* *unless otherwise agreed by the consent authority.*	**Y**	Refer to the Water and Stormwater Management Strategy (**Appendix J**) prepared by AT&L.
12) The design and rehabilitation of naturalised trunk drainage paths is to be generally in accordance with NRAR requirements (refer to Section 2.3) that replicates natural Western Sydney streams. An example of a naturalised trunk drainage path is shown in Figure 3.	**Y**	Refer to the Water and Stormwater Management Strategy (**Appendix J**) prepared by AT&L.
13) Naturalised trunk drainage paths shall be designed to: • *Contain the 50% AEP flows from the critical duration event in a low flow natural invert;* • *Convey 1% AEP flows from the critical duration event with a minimum 0.5m freeboard to applicable finished floor levels and road/driveway crossings; and* • *Provide safe conveyance of flows up to the 1% AEP flood event.*	**Y**	Refer to the Water and Stormwater Management Strategy (**Appendix J**) prepared by AT&L.
14) Where naturalised trunk drainage paths traverse development sites, they may be realigned to suit the development footprint, provided that they: • *Comply with the performance requirements for flow conveyance and freeboard; o Are designed to integrate with the formed landscape and permit safe and effective access for maintenance;* • *Do not have adverse flood impacts on neighbouring properties; and* • *Enter and leave the development site at the existing points of flow entry and exit.*	**Y**	Refer to the Water and Stormwater Management Strategy (**Appendix J**) prepared by AT&L.
15) Trunk drainage paths shall remain in private ownership with maintenance covenants placed over them to the satisfaction of Council (standard wording for positive covenants is available from Council). Easements will also be required to benefit upstream land.	**Y**	The trunk drainage channel will be wholly contained within proposed Lot 1. Refer to the Civil Drawings (**Appendix K**).
16) Where pipes/ culverts are implemented in lieu of naturalised trunk drainage paths, they must remain on private land and not burden public roads, unless otherwise accepted by Council.	**Y**	No pipes or culverts are proposed to be implemented in lieu of naturalised trunk drainage paths.

Control	Compliance	Comment
17) High vertical walls and steep batters shall be avoided. Batters shall be vegetated with a maximum batter slope 1V:4H. Where unavoidable, retaining walls shall not exceed 2.0m in cumulative height.	**Y**	Based on the proposed site grading and drainage strategy, a retaining wall will be required adjacent to the proposed trunk drainage channel along the northern boundary of Lot 1. The nature and extent of these walls will be subject to further design development and coordination with the project landscape designer and ecologist and will consider design issues such as maintenance access and overshadowing of the channel.
18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.	**N/A**	Not applicable to the site.
19) Subdivision and development are to consider the coordinated staging and delivery of naturalised trunk drainage infrastructure. Development consent will only be granted to land serviced by trunk drainage infrastructure where suitable arrangements are in place for the delivery of trunk infrastructure (to the satisfaction of the relevant Water Management Authority).	**Y**	The proposed trunk drainage infrastructure will be staged and delivered commensurate with the staging of earthworks and infrastructure across the estate. The trunk drainage infrastructure will form a critical component of the site water management strategy throughout construction and will be incorporated into the Erosion and Sediment Control Plan and Construction Environmental Management Plan. The final form of the trunk drainage lines, including connections to infrastructure downstream of Summit at Kemps Creek, will be undertaken at a suitable stage of development and will be subject to further consultation with the Sydney Water (the nominated Waterway Manager).
20) Stormwater drainage infrastructure, upstream of the trunk drainage, is to be constructed by the developer of the land considered for approval.	**Y**	All stormwater drainage upstream of the proposed trunk drainage lines will be designed and delivered by the proponent.
21) All land identified by the Water Management Authority as performing a significant drainage function and where not specifically identified in the Contributions Plan, is to be covered by an appropriate "restriction to user" and created free of cost to the Water Management Authority.	**Y**	Noted – subject to further consultation with Sydney Water (the nominated Waterway Manager).
22) All proposed development submissions must clearly demonstrate via 2-dimensional flood modelling that: – *1) Overland flow paths are preserved and accommodated through the site;* – *2) Runoff from upstream properties (post development flows) are accommodated in the trunk drainage system design;* – *3) Any proposed change in site levels or drainage works are not to adversely impact and upstream or downstream, or cause a restriction to flows from upstream properties;* – *4) There is no concentration of flows onto an adjoining property; and* – *5) No flows have been diverted from their natural catchment to another.*	**Y**	The developed condition flood level from Stage 1 development toward the north of the site are less than the predevelopment flood level for 1% AEP events. However, there is concentration of flows onto an adjoining property from the southwest corner of the site. The increase in flow and flood level is seen towards this area due to the bulk earthworks proposed for Stage 2. Stormwater will be managed by onsite measures prior to future development applications which will provide updated modelling for Stage 2 works.

Control	Compliance	Comment
2.5 Flood Prone Land		
1) A comprehensive Flood Impact Risk Assessment (FIRA) (prepared by a qualified hydrologist and hydraulic engineer) is to be submitted with development applications on land identified as fully or partially flood affected. The FIRA should utilise Council's existing data and data arising from the Wianamatta (South) Creek Catchment Flood Study5 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: • *Flood behaviour for existing and developed scenarios for the full range of flooding including the 5% Annual Exceedance Probability (AEP), 1% AEP, 0.5% AEP, 0.2% AEP and Probable Maximum Flood (PMF);* • *Flood Function (floodways, flood fringe and flood storage areas);* • *Flood Hazard; and* • *Flood constraints, including evacuation constraints (if applicable).*	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix T**).
2) The FIRA shall adequately demonstrate to the satisfaction of the consent authority that: • *Development will not increase flood hazard, flood levels or risk to other properties;* • *Development has incorporated measures to manage risk to life from flooding;* • *For development located within the PMF, an Emergency Response Plan is in place;* • *Structures, building materials and stormwater controls are structurally adequate to deal with PMF flow rates and velocities (including potential flood debris);* • *Development siting and layout maintains personal safety during the full range of floods and is compatible with the flood constraints and potential risk;* • *The impacts of sea level rise and climate change on flood behaviour has been considered;* • *Development considers Construction of Buildings in Flood Hazard Areas and accompanying handbook developed by the Australian Building Codes Board (2012); and* • *Fencing does not impede the flow of flood waters/overland flow paths.*	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix T**).
Flood Constraints		
3) New development in floodways, flood fringe and/or flood storages or in high hazard areas in the 1% AEP flood event considering climate change is not permitted.	**Y**	The site is not located in floodways, flood fringe and/or flood storages or in high hazard areas.

Control	Compliance	Comment
4) Development applications are to consider the depth and nature of flood waters, whether the area forms flood storage, the nature and risk posed to the development by flood waters, the velocity of floodwaters and the speed of inundation, and whether the development lies in an area classed as a 'floodway', 'flood fringe area' or 'flood storage area'.	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix T**).
Subdivision		
5) Subdivision of land below the flood planning level will generally not be supported.	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix T**).
6) Subdivision must comply with Designing safer subdivisions guidance on subdivision design in flood prone areas 2007 (Hawkesbury-Nepean Floodplain Management Steering Committee).	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix T**).
New Development		
7) Finished floor levels shall be at 0.5m above the 1% AEP flood.	**Y**	All finished floor levels within the Site will be above the extent of the peak 1% AEP flood level. It is noted the Site is located outside the extent of 1% AEP mainstream flooding (Kemps Creek, South Creek and its tributaries).
8) Flood safe access and emergency egress shall be provided to all new and modified developments consistent with the local flood evacuation plan, in consultation with Council and the State Emergency Services (SES).	**Capable of Compliance**	To be undertaken during the construction certificate and occupational certificate stage.
Storage of Potential Pollutants		
9) Potential pollutants stored or detained on-site (such as on-site effluent treatment plants, pollutant stores or on-site water treatment facilities) shall be stored above the 1% AEP flood. Details must be provided as part of any development application.	**Y**	Any pollutant storage associated with the future use of the warehouses 1, 2 and 3 would be designed such that it would be above the 1% AEP peak water level.
Overland Flow Flooding		
10) Development should not obstruct overland flow paths. Development is required to demonstrate that any overland flow is maintained for the 1% AEP overland flow with consideration for failsafe of flows up to the PMF.	**Y**	The proposed major and minor system drainage have been designed such that development within the Estate will not obstruct any overland flow paths. Suitable allowance has been made for overland flow within the design of the major and minor system.
11) Where existing natural streams do not exist, naturalised drainage channels are encouraged to ensure overland flows are safely conveyed via vegetated trunk drainage channels with 1% AEP capacity plus 0.5m freeboard. Any increase in peak flow must be offset using onsite stormwater detention (OSD) basins.	**Y**	Refer to the Water and Stormwater Management Plan (**Appendix J**) and Civil Drawings (**Appendix K**) for details of the proposed trunk drainage infrastructure. Refer to the Water and Stormwater Management Plan (**Appendix J**) for details of the proposed detention tanks that will attenuate peak flows within the estate prior to discharge across the estate boundary.

Control	Compliance	Comment
12) OSD is to be accommodated on-lot, within the development site, or at the subdivision or estate level, unless otherwise provided at the catchment level to the satisfaction of the relevant consent authority.	**Y**	The location of the proposed detention tank on Lot 1 is presented on drawing 21-855-C1310 (**Appendix K**). The location of the proposed detention tanks on Lots 2 and 3 are presented on drawing 21-855-C1311 (**Appendix K**).
13) Stormwater basins are to be located above the 1% AEP.	**N/A**	The site is not subject to mainstream flooding, and therefore the proposed detention tanks will be located outside the extent of 1% AEP mainstream flooding.
14) Post-development flow rates from development sites are to be the same or less than predevelopment flow rates for the 50% to 1% AEP events.	**Y**	The developed condition flood level from Stage 1 development toward the north of the site are less than the predevelopment flood level for 1% AEP events. However, there is concentration of flows onto an adjoining property from the southwest corner of the site. The increase in flow and flood level is seen towards this area due to the bulk earthworks proposed for Stage 2. Stormwater will be managed by onsite measures prior to future development applications which will provide updated modelling for Stage 2 works.
15) OSD must be sized to ensure no increase in 50% and 1% AEP peak storm flows at the Precinct boundary or at Mamre Road culverts. OSD design shall compensate for any local roads and/or areas within the development site that does not drain to OSD.	**Y**	As demonstrated in the Water and Stormwater Management Plan (**Appendix J**), the proposed detention tanks have been sized to ensure no increase in peak flows at the discharge point from the estate.
Filling of Land At or Below the Flood Planning Level		
16) Earthworks up to the PMF must meet the requirements of Clauses 33H and 33J of the WSEA SEPP as well as Sections 2.5 and 4.4 of this DCP.	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix T**).
17) Filling of floodways and/or critical flood storage areas in the 1% AEP flood will not be permitted. Filling of other land at or below the 1% AEP is also discouraged, but will be considered in exceptional circumstances where: *The below criteria have been addressed in detail in the supporting FIRA;* • *The purpose for which the filling is to be undertaken is adequately justified;* • *Flood levels are not increased by more than 10mm on surrounding properties;* • *Downstream velocities are not increased by more than 10%;* • *Flows are not redistributed by more than 15%;* • *The cumulative effects of filling proposals is fully assessed over the floodplain;* • *There are alternative opportunities for flood storage;* • *The development potential of surrounding properties is not adversely affected;* • *The flood liability of buildings on surrounding properties is not increased;* • *No local drainage flow/runoff problems are created; and* • *The filling does not occur within the drip line of existing trees.*	**Y**	Complies. Refer to the Flood Impact Assessment (**Appendix T**).

Control	Compliance	Comment
2.6 Aboriginal Heritage		
1) Sites of known Aboriginal Heritage and areas of high and moderate–high Aboriginal archaeological potential, as identified in the Mamre Road Aboriginal Heritage Study (EMM Consulting 2020), are shown in Figure 5.	**N/A**	Not applicable.
2) Any development application within land that contains a known Aboriginal cultural heritage site and/or areas of moderate and moderate–high archaeological potential (refer Figure 5) must consider and comply with the requirements of the NPW Act and related guidelines. An Aboriginal Cultural Heritage Assessment in accordance with Heritage NSW guidelines (e.g. Code of Practice for Archaeological Investigation of Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010) shall be completed to inform future assessment and approval requirements for the activity (if any).	**Y**	An Aboriginal Cultural Heritage Assessment Report has been prepared (**Appendix W**) in accordance with Heritage NSW guidelines to inform future assessment and approval requirements for the activity.
3) In order to ensure that a person undertaking any development or activities on land does not harm Aboriginal objects, development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).		The Aboriginal Cultural Heritage Assessment Report (**Appendix W**) identified areas of Aboriginal heritage value within the area of proposed development. The proposed development will not be impacting areas outside of the area as assessed in the Aboriginal Cultural Heritage Assessment.
4) Ground disturbance proposed in areas where cultural material has not been identified and/or is considered of low potential to occur is to be subject to a due diligence investigation consistent with best practice guidelines (e.g. Due Diligence Code of Practise for the Protection of Aboriginal Objects in NSW). The findings of the due diligence should guide future assessment and approval requirements for the activity (if any).		An Aboriginal Cultural Heritage Assessment Report was prepared for the development (**Appendix W**) which considered areas of low potential. An Aboriginal Cultural Heritage Assessment was undertaken in accordance with Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales, Aboriginal cultural heritage consultation requirements for proponents 2010 and Aboriginal cultural heritage consultation requirements for proponents 2010
5) Developments or other activities that will impact on Aboriginal heritage may require consent under the NPW Act, such as an Aboriginal Heritage Impact Permit, from Heritage NSW and consultation with the relevant Aboriginal communities.	**N/A**	The project will be put forward as a State Significant Development application assessed under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). As per Section 4.41 of the EP&A Act an Aboriginal Heritage Impact Permit under the National Parks and Wildlife Act 1974 (NPW Act) is not required for State Significant Development projects authorised by a development consent.
6) Where the necessary consents have already been obtained from Heritage NSW, the development application must demonstrate that the development will be undertaken in accordance with any requirements of that consent.		
2.7 Non-Aboriginal Heritage		
1) A Heritage Impact Statement shall be lodged with a development application for subdivision, buildings or works in the vicinity of heritage items listed under the WSEA SEPP and identified in Figure 6, 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*	**N/A**	There are no local or state heritage items within the study area or immediately adjacent. The closest heritage item is Bayley Park (Item No. I2/106 on the Local Environmental Plan), 919-929 Mamre Road, Kemps Creek, Lot 35 DP 258414 which is located 1.4 kilometres away. The proposed development would not be visible from the heritage item, therefore this condition is not applicable.

Control	Compliance	Comment
• *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.*		
2) Subdivision applications shall define an appropriate setting or curtilage for the heritage building as part of the Heritage Impact Statement or Conservation Management Plan.		
3) In determining the curtilage of a heritage building, consideration is to be given to: • *The original form and function of the heritage building: The heritage building's former use and architecture should be reflected in the design of the curtilage. For example, it may be appropriate that a larger curtilage be maintained around a former rural homestead than that of a suburban building;* • *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) Development shall be of a scale and form that does not detract from the historical significance, appearance and setting of the heritage item, and consider the following: • *The height of new development near heritage items shall be less than the subject item. New development or large additions or alterations must provide a transition in height from the heritage item. Increases in height shall be proportional to increased distance from the items;* • *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.*		
5) The colours and materials used in a new development (whether an extension or addition) should complement the colours and materials of the heritage item. New development within the curtilage must not adversely impact upon the significant fabric of a heritage item.		

Control	Compliance	Comment
6) Where possible, existing fences that have been identified as significant or that contribute to the overall setting or character of a heritage item are to be retained or repaired.		
7) New fences should either match as closely as possible the original fencing, or if the original fence type is not known, specifically relate to the architectural character and period of the existing heritage item with respect to design, materials, colour and height.	**N/A**	There are no local or state heritage items within the study area or immediately adjacent. Existing fencing is not suitable for industrial development.
8) New development shall not be sited in front of the front building line of the existing heritage item nor shall it extend beyond the established side building lines of the heritage item.	**N/A**	There are no local or state heritage items within the study area or immediately adjacent. The closest heritage item is Bayley Park (Item No. I2/106 on the Local Environmental Plan), 919 – 929 Mamre Road, Kemps Creek, Lot 35 DP 258414 which is located 1.4 kilometres away. The proposed development would not be visible from the heritage item, therefore this condition is not applicable.
9) Vegetation around a heritage item shall be assessed for its value to the item and retained where required.		
2.8 Bushfire 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).	**Y**	Bushfire Protection Measures are outlined in the Bushfire Report prepared by Bushfire Consulting Services (**Appendix II**).
2) A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land.		
3) Development on land within 250m of land zoned RU2, E2, and E4 that is not identified as bushfire prone land must consider ways to minimise the risk of ember attack, particularly with regard to roof design, building materials and landscape design.	**N/A**	Not applicable.
4) Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997.	**Y**	APZs will be applied in accordance with consent conditions.
2.9 Salinity		
1) Development applications shall include a detailed salinity analysis and Salinity Management Plan, noting the relatively low permeability and saline clay soils dominant in the area. The analysis is to consider the stormwater management measures proposed in accordance with Section 2.4 to limit the mobilisation of salts in the catchment.	**Y**	A Detailed Geotechnical Investigation was undertaken by PSM (**Appendix R**) in accordance with the Local Government Salinity Initiative series by the former Department of Natural Resources (2002). It details that the soils on the site are classified as “non-saline” to “slightly saline”. A Salinity Management Plan has been prepared by PSM (**Appendix S**).
2) Salinity investigations are to be conducted in accordance with the Local Government Salinity Initiative series by the former Department of Natural Resources (2002).		

Control	Compliance	Comment
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.	**Y**	We note that the works for the development (incl. bulk earthworks and construction) have not commenced. Refer to Section 6 of the Salinity Management Plan (**Appendix S**) regarding sign-off of the project.
4) Disturbance to the natural hydrological system shall be minimised by maintaining good surface drainage and reducing water logging on the site.	**Y**	Refer to Section 5.6 of the Salinity Management Plan (**Appendix S**).
5) Groundwater recharge is to be minimised to the extent it does not adversely impact groundwater dependent ecosystems downstream.	**Y**	No groundwater was observed in the boreholes in previous investigations. We consider the development does not adversely impact groundwater We note that the vast majority of the site will be sealed by the proposed development and appropriate surface runoff collection and disposal systems have been included in the design. We understand that appropriate erosion control will also be included during construction.
6) Construction techniques shall be employed that prevent structural damage to the development as a result of salinity (see Building in a Saline Environment).	**Y**	Refer to the salinity assessment and advice on durability. Structural designers will consider durability in their structural design.
7) All works are to conform with the Western Sydney Salinity Code of Practice June 2003.	**Y**	This item is captured in the Salinity Management Plan (**Appendix S**).
2.10 Contaminated Land		
1) Prior to granting development consent, the consent authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use having regard to land contamination.	**Y**	Based on the findings of the Remedial Action Plan (RAP) (**Appendix HH**), it is considered the site can be made suitable for development.
2) All development applications shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995.	**Y**	The site has been subject to a Detailed Site Investigation (**Appendix GG**) prepared in accordance with the relevant guidelines made or endorsed by the NSW Environment Protection Authority (EPA) inclusive of National Environment Protection Council, and the planning related requirements of Chapter 4 *Remediation of Land of State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP[4]).
3) Where a site has known contamination, or a Stage 1 Preliminary Site Investigation identifies potential or actual site contamination, a Stage 2 Detailed Site Investigation must be prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995. A Remediation Action Plan (RAP) will be required for contaminated land identified in the Stage 2 Detailed Site Investigation. Remediation works identified in the RAP will require development consent.	**Y**	The Detailed Site Investigation (**Appendix GG**) prepared in accordance with relevant guidelines made or endorsed by the NSW EPA inclusive of NEPC (2013) and the planning related requirements of Chapter 4 of the Resilience and Hazards SEPP identified contamination issues requiring remediation and/or management. As such, a RAP (**Appendix HH**) was prepared outlining the remediation and validation requirements including that remedial works will require development consent.
4) A Section A1 Site Audit Statement (SAS) or Section A2 SAS accompanied by an Environmental Management Plan (EMP) (issued by a NSW EPA Accredited Site	**N**	Following completion of remedial works and preparation of detailed Validation Report by JBS+G, an EPA accredited Auditor can be engaged to review the works and provide

Control	Compliance	Comment
Auditor) will be required where remediation works have been undertaken to confirm a site is suitable for the proposed use.		a Section A1 or A2 Site Audit Statement. It is recommended a Site Auditor be engaged to review and endorse the RAP prior to the commencement of site remediation works.
2.11 Aviation Safeguarding		
1) An Aviation Safeguarding Assessment is to be submitted with development applications detailing compliance with aviation safeguarding measures and the controls outlined below. • *The aviation safeguarding assessment must evaluate the wildlife likely to be present on the subject land and the risk of the wildlife to the operation of the Airport provided by the applicant which includes;* – *i. the species, size, quantity, flock behaviour (where applicable) and the particular times of day or year when the wildlife is likely to be present,* – *ii. whether any of the wildlife is a threatened species,* – *iii. a description of how the assessment was carried out, and* – *iv. is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport.*	**Y**	An Aeronautical Impact Assessment has been prepared by Landrum & Brown and included at **Appendix KK**. An assessment of the aviation safeguarding assessment is evaluated in Section 3.3.3
Heights		
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.	**Y**	Refer to Sections 3.6.2.2, 3.6.3.2, 3.7.1.2 and 3.7.2.2 of the Aeronautical Impact Assessment (**Appendix KK**).
Noise		
3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.	**Y**	Refer to Section 3.1.2.3 of the Aeronautical Impact Assessment (**Appendix KK**). The site is located outside the ANEC20 contour for the Western Sydney Airport and has no specific requirements for aircraft noise intrusion.
Lighting		
4) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces.	**Y**	Refer to Section 3.5.2.2 and 3.5.3.2 of the Aeronautical Impact Assessment (**Appendix KK**).
Emissions		
5) Development must not generate emissions into the protected airspace.	**Y**	Base building systems are intended to be 100% electric with no on-site combustion.
6) Any plumes do not: • *Have peak vertical velocities of more than 4.3m/sec.* • *Incorporate flares.*	**Y**	Refer to Section 3.6.1.2 of the Aeronautical Impact Assessment (**Appendix KK**).
Wildlife Hazards		

Control	Compliance	Comment
7) Development must not attract wildlife which would create a safety hazard in the operations of the Airport.	**Y**	Refer to Section 3.3.3 of the Aeronautical Impact Assessment (**Appendix KK**).
8) All waste bins are to be designed and installed with fixed lids.	**Y**	All bins are specified to have lid, and that the colour of the lids are to be different colours for each waste stream
9) Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes.	**Y**	There are no communal collection bin waste storage areas; For all Warehouses, the collection bins are to be stored inside the Warehouse. The only external collection bin storage area is for the Café and this is specified to be fully enclosed and roofed so it will not be accessible to birds or flying foxes.
10) Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event.	**N/A**	There will be no open stormwater detention basins within the Site.
Communications, Navigation and Surveillance Systems *11) Development must not impact upon communication, navigation and surveillance systems.*	**Capable of Compliance**	To be undertaken as part of the construction certificate and occupational certificate stage.
12) Development within the building restricted area does not create electromagnetic field radiations that will interfere with signals transmitted by the communication, navigation or surveillance facility	**Capable of Compliance**	To be undertaken as part of the construction certificate and occupational certificate stage.
2.12 Development Adjacent to the Warragamba Pipelines		
1) Where development (including subdivision) is proposed adjacent to the Warragamba Pipelines corridor, applicants shall consult with Water NSW. Development is to be consistent with Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (WaterNSW). Any written requirements of Water NSW shall be submitted with the development application, including how the requirements have been addressed.	**N/A**	The proposed development and site is not adjacent to a Pipeline.
2) Prior written approval shall be obtained from Water NSW for any access required to the Warragamba Pipelines corridor during the investigation and construction phases.		
3) Access points to the Warragamba Pipelines corridor for Water NSW staff and contractors to carry out inspections and maintenance shall be retained or provided.		
4) Stormwater systems serving development adjacent to the Warragamba Pipelines shall be designed to ensure that stormwater does not enter the corridor.		

Control	Compliance	Comment
5) Security fencing shall be provided, or existing security fencing retained along the length of development boundaries that directly adjoin the Warragamba Pipelines corridor.		
6) Road crossings should generally avoid the Warragamba Pipelines corridor. Any proposed road crossings shall be designed and located in accordance with Water NSW requirements.		
7) Earthworks (excavation or filling) and landscaping works carried out adjacent to or crossing the Warragamba Pipelines shall avoid damage to the infrastructure.		
2.13 Electricity Transmission Line Easements		
1) Development on land affected by the Electricity Transmission Line Easements (refer Figure 8) must be in accordance with the relevant electricity supply authority's requirements.	**Capable of Compliance**	This will be undertaken during the construction certificate and occupational certificate stage.
2.14 Utilities Services		
1) Applicants shall liaise with relevant service providers to ensure satisfactory arrangements have been made to service the development, in accordance with the relevant service providers requirements. This includes water, recycled water, sewer, drainage, electricity, gas (where required) and telecommunications. Indicative trunk infrastructure is identified in Figure 8.	**Y**	Refer to the Engagement Outcomes Report (**Appendix P**) and Section 8 of the Civil Infrastructure Report (**Appendix I**).
2) A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections.	**Y**	Refer to the Civil Infrastructure Report (**Appendix I**).
3) The Utilities Plan should allow for the installation of emerging utilities technologies, such as hydrogen district cooling/heating systems and micro-grids for energy sharing.	**N/A**	Not applicable.
4) Where a recycled water network is available, development shall connect to this network (refer Section 2.4). Development must be plumbed to enable connection to and use of recycled water via the third pipe network and designed in consultation with Sydney Water.	**N/A**	Refer to Section 8 of the Civil Infrastructure Report (**Appendix I**), it outlines that there is no existing recycled water infrastructure within the vicinity of the site.
5) Utilities are to be accommodated in the road reserve, unless otherwise required by the relevant utility authority. The design of roads will need to take this into consideration.	**Capable of Compliance**	This would be determined at the detailed design stage, however potable water and recycled water networks would generally be located within the public road reserves.
6) Electricity and telecommunication mains are to be placed underground.	**Capable of Compliance**	Arrangements for electrical power and telecommunication mains will be undertaken during the construction certificate and occupational certificate stage.

Control	Compliance	Comment
7) Where technically feasible, compatible public utility services shall be coordinated in common trenching to maximise cost-effectiveness.	**Y**	Potable water, recycled water and wastewater alignments will be located in common trenching wherever possible, as per the NSW Street Opening Conference.
8) Premises are to be provided with high speed, high reliability telecommunications infrastructure (e.g. optic fibre or DSL technology).	**Capable of Compliance**	Arrangements for telecommunication mains will be undertaken during the construction certificate and occupational certificate stage.
9) Applicants will be required to deliver water and sewer services upgrades (in accordance with current Sydney Water procurement guidelines) to meet the anticipated demand.	**Y**	Refer to the Civil Infrastructure Report (**Appendix I**), it details infrastructure upgrades required to provide potable water and wastewater servicing.
2.15 Transport Investigation Areas		
Proposed Western Sydney Intermodal Terminal **This section applies to land identified as Transport Investigation Area marked "A" under Clause 33B of the WSEA SEPP.**		
1) Proposed development on land subject to the proposed Intermodal Terminal (refer to Section 3.4.2 and Figure 9) must make provision for the Intermodal Terminal and any road and rail access points.	**N/A**	Not applicable. The site is not identified as a Transport Investigation Area A under the I&E SEPP.
2) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and access is not adversely impacted by development		
Proposed Western Sydney Freight Line **This section applies to land identified as Transport Investigation Area marked "B" under Clause 33B of the WSEA SEPP.**		
3) Proposed development on land subject to the proposed Western Sydney Freight Line (WSFL) corridor (refer Figure 9) must make provision for the WSFL and access to the corridor.	**Y**	Refer to the General Arrangement Plan (21-855-C1006) and Dedicated Fright Road Layout Plan (21-855-C1150) included with the Civil Drawings (**Appendix K**). it outlines a 10m corridor has been identified and allocated on the eastern boundary for the proposed Western Sydney Freight Line.
4) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and future access is not adversely impacted by development.	**Y**	Consultation with TfNSW has been ongoing throughout masterplan design regarding WSFL and SLR. Refer to the Community and Stakeholder Participation Outcomes Report (**Appendix P**).
5) The WSFL corridor is not to be compromised by development, including any key rail and road interfaces with the Intermodal Terminal.	**Y**	Refer to the General Arrangement Plan (21-855-C1006) and Dedicated Fright Road Layout Plan (21-855-C1150) included with the Civil Drawings (**Appendix K**). it outlines a 10m corridor has been identified and allocated on the eastern boundary for the proposed Western Sydney Freight Line.
Classified Roads – Mamre Road and Proposed Southern Link Road **This section applies to the Mamre Road corridor and land identified as Transport Investigation Area marked "B" under Clause 33B of the WSEA SEPP.**		
6) Proposed development on land subject to Mamre Road and the proposed Southern Link Road (refer Figure 9) must make provision for the upgrade and construction of these roads and future access to the corridors.	**Y**	Refer to the General Arrangement Plan (21-855-C1006) included with the Civil Drawings (**Appendix K**). It outlines the proposed slr including the interim and ultimate arrangements along the northern boundary of the site.

Control	Compliance	Comment
		In addition Northern Access Proposal General Arrangement Plans are provided within the Civil Drawings (**Appendix K**).
7) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area of land is available and future access is not adversely impacted by development.	**Y**	Refer to Section 4 of the Community and Stakeholder Participation Outcomes Report (**Appendix P**) for details on consultation with TfNSW.
3. Precinct and Subdivision Design		
3.1 Subdivision		
1) Subdivision is to be in accordance with the controls in Table 7.	**Y**	The proposed subdivision of the site incorporates a range of acceptable solutions for Water Sensitive Design, as described in the Water and Stormwater Management Plan (**Appendix J**).
2) Subdivision design is to enable the conservation of natural and landscape features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.	**Y**	Complies.
3) Subdivision design shall balance cut and fill as far as practicable. Development applications must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.	**Y**	Refer to drawing 21-855-C1030 (**Appendix K**) for the proposed Bulk Earthworks Plan as well as the Civil Infrastructure Report (**Appendix I**) that outlines the proposed site earthworks strategy.
4) Lots adjoining or containing watercourses are to maintain or establish native vegetation riparian corridors in accordance with Section 2.3.	**N/A**	No riparian corridor or water courses are located within the site or its surroundings.
5) Land zoned E2 Environmental Conservation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in accordance with a Vegetation Management Plan, including ongoing monitoring and management.	**N/A**	No E2 land or subdivision.
6) Subdivision design is to facilitate the precinct road network and hierarchy.	**N/A**	Refer to the Plan of Proposed Subdivision (**Appendix M**).
7) Access to lots should be from local or collector industrial roads.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**).
8) Lots adjoining the potential intermodal terminal and dedicated freight corridor shown in Figure 17 should be larger lots (i.e. 10,000m2 or greater) to support freight and logistics development.	**Y**	Refer to the General Arrangement Plan (21-855-C1006) and Dedicated Fright Road Layout Plan (21-855-C1150) included with the Civil Drawings (**Appendix K**). it outlines a 10m corridor has been identified and allocated on the eastern boundary for the proposed Western Sydney Freight Line.
3.2 Views and Visual Impacts		
1) The design of subdivisions and building orientation should respond to the significant landscape elements and view corridors identified in Figure 11, including Mount Vernon, Wianamatta-South Creek and Ropes Creek.	**Y**	There are two view corridors identified within Figure 11 of the Mamre Road DCP which are relevant to the development. These indicate views from the site over Orchard Hills to the northwest. Warehouse buildings have been designed in response to the levels

Control	Compliance	Comment
Development applications should demonstrate how the natural features of the site have influenced the design.		and view corridors, this is demonstrated within VP8 of the Visual Impact Statement (**Appendix U**). Views over the top of warehousing to the Blue Mountains and Orchard Hills are maintained and this has been achieved by stepping the buildings down towards Mamre Road and responding to the natural site topography. Views will be mitigated by proposed landscape planting when looking from Orchard Hills back towards the site. Also refer to the Design Statement prepared by Watson Young Architects (**Appendix H**).
2) Site design shall retain visual connection with the blue-green network, ridge lines and vistas.	**Y**	
3) The design of lots adjoining Mamre Road, Southern Link Road, and Aldington/Abbotts Road shall promote a high-quality landscape character.	**Y**	Buffer planting within large significant setbacks to Mamre Road and the Future SLR contain indigenous species from the Cumberland Plain Woodland community. This helps to respond to local character and sit the estate more comfortably within the landscape. Walling has been tiered as per the DCP and will include high quality materials such as gabion or split faced block. High quality landscape planting around signage elements and entries into the estate will enhance the public domain at important junctions. The tiered retaining wall at the Mamre Road frontage has been purposefully developed in accordance with the MRP DCP. Additionally, the tiered retaining wall at the Mamre Road frontage is proposed to be landscaped and maintained, significantly reducing the visual impact.
4) Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.	**Y**	The development proposes warehouse buildings of 15.8m, even though the site would permit 20m high buildings. This helps to preserve the view corridors discussed in 3.2.1 and 3.2.2 of the Visual Impact Assessment (**Appendix U**). Levels have been proposed which respond to the elevated ridgeline from Mamre Road up to Aldington Road by stepping levels and maintaining patterns already seen in baseline views. Refer to VP1 within the Visual Impact Assessment (**Appendix U**).
5) All retaining walls must include mature tree planting along the top of the retaining wall to mitigate the visual impact of buildings when viewed from sensitive locations (refer Figure 9). Sufficient deep soil shall be available to accommodate a mature screening tree.	**Y**	Tree planting is included both to the top and bottom of retaining walls to mitigate the visual impact of buildings when viewed from sensitive receivers. Refer to typical boundary sections presented on drawings 21-855-C1013 to C1020 (**Appendix K**) inclusive show screening landscaping.
3.3 Interface with Mount Vernon rural-residential area		
1) Development applications for land within 250m of the southern and south-eastern Precinct boundary (refer Figure 10) are to include a Landscape Plan and Visual Impact Assessment by suitably qualified designers which demonstrate a sympathetic transition to Mount Vernon, including appropriate cross-sections illustrating visual mitigation strategies.	**N/A**	The site is not within 250m of the southern or south-eastern Precinct boundary.
2) Landscape setbacks and treatments are to be in accordance with Section 4.2.3.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**).

Control	Compliance	Comment
3) A minimum 30m building setback is to be provided to buildings that directly adjoin a rural residential zone. An indicative landscape treatment within the interface area is shown in Figure 11.	**N/A**	The site is not adjacent to the rural residential zone.
4) Subdivision within the visually sensitive interface (refer Figure 10) should relate to the scale of adjoining rural-residential buildings and consider the use of height transitions and more generous building separation.	**N/A**	No works within a visually sensitive interface.
5) The design of sites adjoining rural-residential areas should respond to natural level changes and use a combination of mounding and vegetation screening to soften the visual impact.	**N/A**	The site is not adjacent to rural the residential zone.
6) Tree planting shall be located to provide a visual barrier to industrial development. Mature tree planting is to be located on the top of landscape mounds, as well as on the rise or fall, to ensure the lower tree canopy meets the canopy of the tree on the top of the mound. The placing of trees shall also be staggered to ensure a continuous visual screen.	**Y**	Refer to the Landscape Drawings (**Appendix L**).
7) At planting, trees within the sensitive interface area should be a minimum 2m in height.	**Capable of Compliance**	To be undertaken at construction certificate stage and occupational certificate stage.
8) Boundary fences within the sensitive interface area should be a minimum 1.8m in height.		
9) Site design shall minimise light spill to adjoining residential areas (refer Section 4.2.10).		
10) Uses and building elements that are likely to adversely impact the amenity of adjoining rural-residential areas (e.g. loading areas, driveways, storage areas and roof top equipment) shall be sited away from the sensitive interface and use landscaped screening. *Note. Development applications must also address Section 4.3 Amenity of this DCP and Clause 23 of the WSEA SEPP.*	**N/A**	Development is not adjoining rural-residential land.
3.4 Transport Network		
3.4.1 Road Network, Hierarchy and Design		
Traffic and Transport Assessments		
1) Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide, and assess the impact of projected pedestrian and vehicular traffic associated with the proposal, and outline the extent and nature	**Y**	A Transport Management and Accessibility Plan has been prepared by Ason Group (**Appendix Q**).

Control	Compliance	Comment
of traffic facilities necessary to preserve or improve the safety and efficiency of the road system. *Note: Development identified in Schedule 3 of SEPP (Infrastructure) 2007 is referred to TfNSW (Column 2) or Council's Local Traffic Development Committee (Column 3), as required.*		
2) Subdivision and development are to consider the coordinated staging and delivery of final road infrastructure throughout the precinct. Development consent will only be granted to land serviced by a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).	**Y**	Noted. As identified within **Appendix Q** the proposed development can be adequately serviced by the surrounding road network.
Road Network		
3) The Precinct shall be developed generally in accordance with the desired road network structure and hierarchy (Figure 12). The road network will comprise the arterial roads of Mamre Road and the future Southern Link Road (Movement Corridors), Aldington Road/ Abbotts Road (distributor road) and an indicative internal industrial local and collector road network.		Complies. Refer to the Transport Management and Accessibility Plan included at **Appendix Q**.
4) Until the delivery of the connection of Aldington Road to the future Southern Link Road, all development accessed from Aldington Road and Abbotts Road is to be accessed via the southern end of Aldington Road/ Abbotts Road and Mamre Road. Access to the north via Bakers Lane is not permitted.	**Y**	The Proposal includes an interim design solution for the Southern Link Road, refer to the Civil Drawings prepared by AT&L (**Appendix K**).
5) The centre line for all Local Industrial Roads and Collector Industrial Roads shall be on the common cadastre boundary between adjoining lot plans unless otherwise agreed by adjoining owners.	**Y**	The centreline for Road 2 west of the proposed roundabout has been positioned such that all of Road 2 west will be located within the ISPT site. The centreline for Road 2 east of the proposed roundabout has been positioned such that the northern half of the road will be located within the ISPT site and the southern half will be located within the adjacent Yiribana Logistics Estate (GPT Group) site. The Proponent has consulted with GPT in relation to the delivery of the local industrial road to the south of Warehouses 2 and 3, known as East-West Local Road #1. Most recently a meeting occurred on Thursday 20 October 2022. As a result, GPT have prepared a draft clause for their conditions as follows: *Within twelve months of the approval of this consent or as otherwise agreed by the Planning Secretary, the Applicant (GPT) must prepare and submit the following plans to facilitate the construction and delivery of East West Local Road #1, in consultation with Council and landowner of 706-752 Mamre Road, Kemps Creek and to the satisfaction of the Planning Secretary:* *a) a Staging Plan for the East West Local Road, including:*

Control	Compliance	Comment
		i) details of the scope of works to be undertaken on the site and the adjoining site at 706-752 Mamre Road, Kemps Creek; and *ii) an arrangement on timing of the works.* Following agreement, it is expected that detailed plans and a schedule / deed agreement between the two parties would be prepared. The schedule and detailed design would be attached to 2 separate WIKA's with Penrith City Council which relates to each Development Application and requires the construction and dedication of their half of the land.
6) Internal local roads are to be designed to: • *Create a permeable network based on a modified grid system;* • *Provide access to and facilitate the development of adjoining properties;* • *Provide a pedestrian and cycle network that minimises travel distances and conflicts with industrial traffic;* • *Maximise connectivity to and from open space and employment service hubs;* • *Take account of topography, view corridors, site drainage, and vegetation;* • *Provide frontage to and maximise surveillance of open space and riparian corridors;* • *Provide views to landscape features and visual connections to activity nodes; and* • *Maximise the effectiveness of water sensitive urban design measures.*	**Y**	The design of the proposed internal road network addresses the requirements of the DCP controls. Refer to Architectural Drawing (DA003) (**Appendix B**).
7) Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal: • *Will not detrimentally impact on access to adjoining properties;* • *Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties;* • *Will not impede the orderly development of adjoining properties in accordance with the Structure Plan (Figure 2) and this DCP;* • *Does not restrict the ability to provide water, sewer, electricity and other essential services to adjoining properties; and* • *Includes written evidence of consultation with affected adjoining owners and agreement with these affected owners.*	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**) outlining the proposal's compliance with Figure 12.
8) A public road is to adjoin land zoned RE1 Public Recreation along Wianamatta-South Creek precinct in accordance with Figure 12.	**N/A**	Not applicable.

Control	Compliance	Comment
9) Access points shall be located to optimise safety, traffic flow and landscape opportunity, as well as end user operations. All parking shall be provided either on site or in centralised offroad locations.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**). All parking required for compliance with the DCP is provided in off-street locations. Access locations have been provided in compliance with the relevant Austroads and Australian Standards guidance.
10) Direct vehicle access to Mamre Road, Southern Link Road and distributor roads (Aldington Road/ Abbotts Road) is not permitted.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**) DA003. No direct vehicle access is proposed. The Proposal does however provide for the intersection between the SLR and the north-south collector road as identified by the DCP
11) All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement.	**Y**	All roads are designed in accordance with the DCP.
12) The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.	**Y**	Only 1 cul-de-sac is proposed. Note that the DCP only ensures access to the Site via 1 access point onto the future SLR and another road connection through to the south-east of the Site. The resulting Lot configurations mean that it is difficult to completely avoid provision of any cul-de-sacs whilst maintaining compliance with the DCP road spacing requirements.
13) Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools.	**Y**	Refer to the Civil Drawings (**Appendix K**) which outline the proposal for an interim solution to allow for partial construction of future Southern Link Rd to allow access to the site while eliminating heavy vehicle traffic on Bakers Lane.
14) Internal road network intersections are to be provided at the following minimum intervals: • *Local to local industrial road – 40m-60m;* • *Local to collector/distributor road – 100-200m; and* • *Collector/distributor to sub-arterial – 400m-500m.* • *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.*	**Y**	The internal road network has been designed to: • 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. • The interval between intersections is larger than the minimum distances specified in the DCP, however the road layout as designed is most conducive to the proposed large-format industrial land use and is consistent with the DCP road layout presented as Figure 12 in the DCP. Refer to the Architectural Drawings (**Appendix B**).
15) 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.*	**Y**	Refer to the Architectural Drawings (**Appendix B**).
16) Development applications shall detail the volume, frequency and type of vehicle movements.	**Y**	Refer to Section 5 of the Transport Management and Accessibility Plan (**Appendix Q**).

Control	Compliance	Comment
17) The design of manoeuvring areas for large vehicles shall consider the Australian Standard 2890 series and Performance Based Standards An Introduction for Road Managers (National Heavy Vehicle Regulator – May 2019).	**Y**	Refer to Appendix D of Transport Management and Accessibility Plan (**Appendix Q**).
Road Design		
18) Road design is to address the Guide for Traffic Generating Development (former RTA 2002).	**Y**	The road design, in particular the interim intersection at the Southern Link Road and the roundabout at Road 1 / Road 2, addressed the Guide to Traffic Generating Development.
19) Road design must comply with the road configurations in Table 8 and corresponding typical road cross-sections (Figure 12, Figure 13, Figure 14, Figure 15, and Figure 16)..	**Y**	Refer to Section 6.2 of the Civil Infrastructure Report (**Appendix I**) for road design criteria including clarification of the design vehicle adopted for the road geometry design.
20) The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles		
21) To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.	**N/A**	Not applicable to the site, as the intersections are either signalised (at the northern end) or a dual lane roundabout (at the southern end), which require compound kerb return design to accommodate the design vehicle.
22) Road design shall consider arrangements for broken down vehicles and incident response.	**Y**	All internal roads incorporate kerbside parking, which would accommodate broken down vehicles and incident response.
23) For roads adjoining open space, finished road design levels shall match with existing levels of open space and negate the need for retaining walls or battering. Design is to address: • *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.*	**N/A**	No internal roads are proposed adjoining open space.
24) Alternate road configurations may be considered in special circumstances where it can be demonstrated the following key principles can be achieved: • *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;*	**N/A**	No alternate road configurations are proposed.

Control	Compliance	Comment
• *Adequate swept 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.*		
3.4.2 Western Sydney Intermodal Terminal and Freight Network		
1) Development is to enable the delivery of the Intermodal Terminal and dedicated freight network, as identified in Figure 17.	**Y**	The development enables the delivery of the Intermodal Terminal and dedicated freight network, as identified in Figure 17 of the MRP DCP. Refer to the General Arrangement Plan (21-855-C1006) and Dedicated Fright Road Layout Plan (21-855-C1150) included with the Civil Drawings (**Appendix K**).
2) Land identified for the intermodal facility is to be integrated with a dedicated freight network to the south, via a road crossing of future Southern Link Road.	**N/A**	Not applicable, the proposed development is not include dedicated for the intermodal facility.
3) Development applications for lots including or adjacent to the dedicated freight corridor shall make provision for the dedicated freight corridor.	**Y**	A 10m corridor has been identified and allocated on the eastern boundary for the proposed Western Sydney Freight Line. Refer to the General Arrangement Plan (21-855-C1006) and Dedicated Fright Road Layout Plan (21-855-C1150) included with the Civil Drawings (**Appendix K**).
4) The dedicated freight corridor shall be a minimum of 10.0m wide and meet the design requirements specified by Transport for NSW.	**Y**	
5) Development applications for lots with an identified access point (refer Figure 17) shall demonstrate how access to and from the dedicated freight corridor will be achieved.	**Y**	Refer to the General Arrangement Plan (21-855-C1006) and Dedicated Fright Road Layout Plan (21-855-C1150) included with the Civil Drawings (**Appendix K**) which illustrate the proposals compliance.
6) All fire compliant internal access roads are to be a minimum of 8.0m wide to safeguard for a precinct-wide AGV freight network unless development applications can demonstrate how an AGV freight network can be safeguarded within their development.	**Y**	All internal fire access roads are a minimum of 8 metres wide, refer Architectural Drawings (**Appendix B**).
3.4.3 Public Transport, Pedestrian and Cycle Network		
Desired Public Transport, Pedestrian and Cycle Network		
1) Bus stops should be provided, if identified by bus operators and TfNSW in consultation with Council as part of the development application process.	**N**	The need for Bus Stops were not identified by TfNSW during consultation.
2) Development is to respond to the provision of a future bus link to the M4 Motorway.	**Capable of Compliance**	This consideration will be undertaken in the construction certificate and occupational certificate stage.
3) Pathways for cyclists and pedestrians are to be provided that integrate with regional active transport connections, and links to key catchments and employment hubs across WSEA.	**Y**	The development provides pathways for cyclists and pedestrians, refer to the Architectural Drawings (**Appendix B**).

Control	Compliance	Comment
Public Transport		
4) The road network is to be designed in accordance with this DCP, to ensure public transport (i.e. buses) can be accommodated along key roads to support early adoption of good travel practices by future workers.	**Y**	The road network is consistent with the requirements of the MRP DCP and includes bus capable roads.
5) Indented bus bays should be provided along Aldington Road and Abbotts Road, as required by TfNSW as part of the public exhibition process for a development application	**N/A**	Not applicable, the site has no frontage to either Aldington Rd or Abbots Rd.
Pedestrian Connections		
6) All footpaths are to be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government).	**Capable of compliance**	To be undertaken at construction certificate stage and occupational certificate stage.
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.		
8) Street lighting in accordance with the provisions of AS1158 should be provided in all streets.		
9) Pedestrian crossing distances in local streets should be shortened through kerb extensions and tight turning radii, which can cause vehicular traffic to slow to negotiate the tighter corners.	**Y**	Kerb extensions have been adopted at the proposed roundabout at Road 1 and Road 2.
10) To enable comfortable passage for all people with diverse abilities, footpaths must be: • *Provided on both sides of the road; o A minimum of 1.5m wide on one side;* • *A minimum of 2.5m shared path on the opposing side (with the exception of distributer roads, refer to Table 9);* • *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.*	**Y**	The proposed footpaths compliant with the outlined specifications, refer to the Civil Drawings (**Appendix K**).
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.	**Y**	The proposed development includes permeable paving that has been included in parking areas.
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.	**Capable of compliance**	This will be undertaken at the construction certificate stage and occupational certificate stage.

Control	Compliance	Comment
13) Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists.		
14) A smooth transition from ramps to roads is to be provided for people using wheelchairs or prams. Ramps should be designed in accordance with appropriate design guidelines and be as wide as the pathway or marked crossing point to eliminate squeeze points at transition areas.		
15) Reconstructed driveways/pathways are to achieve a useable cross slope for a width of 915mm. Cars must slow to negotiate the two steeper ramps on either side of the pathway crossing, but will not 'bottom out' at these angles (Preiser. W and Ostroff E (2001) Universal Design Handbook McGraw-Hill).		
Cycleways		
16) All cycle routes and facilities are to be consistent with the relevant requirements of Austroads Cycling Aspects of Austroads Guides and former RMS Bicycle Guidelines including line-marking, signage and logos and Council policies regarding bicycle access.	**Capable of compliance**	This will be undertaken at the construction certificate stage and occupational certificate stage.
17) Pedestrian and cycle routes and facilities in public spaces are to encourage way finding and be convenient, safe, well lit, clearly defined, functional and accessible to all.		
18) Shared paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard 1428:1-4.		
3.5 Council Engineering Works and Construction Standards		
1) Engineering works shall be consistent with 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.*	**Y**	Refer to the Civil Infrastructure Report (**Appendix I**) and Water and Stormwater Management Plan (**Appendix J**).
4. General Requirements for Industrial Development		
4.1 Site Analysis		
1) All development applications are to be accompanied by a Site Analysis Plan.	**Y**	Refer to the Architectural Drawing DA002 (**Appendix B**).

Control	Compliance	Comment
4.2 Built form design controls		
4.2.1 Building Height		
1) Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural residential areas, environmental and open space areas, riparian corridors and ridgelines.	**Y**	Complies. Refer to Architectural Drawings DA060, DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
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.	**Variation Requested**	A variation is sought for Section 4.2.1, Control 2 as the concept Warehouse 7 and Warehouse 8 which are adjacent to Mamre Road, include minor exceedances to the maximum building height of 20m from the existing ground level. This is a result of the significant typography of the site with the proposed pad levels representing the best outcome, while also achieving a balanced cut and fill and supplying in-demand large format industrial warehouse space in a suitable location. In summary, taking into account the: • Topography of the site and the wider MRP; • Balanced cut & fill requirement of 4.4.1 (2) of the MRP DCP; and • The market demand and need for large industrial warehouse space within the Sydney Metropolitan area. It is unrealistic to achieve all of the above as well as achieving Section 4.2.1, Control 2 of the MRP DCP. The proposed Warehouse 7 and Warehouse 8 pad levels are appropriately transitioned to Mamre Road with a generously landscaped 1/4 batter and retaining wall compliant with the MRP DCP controls. If the proposed Warehouse 7 and Warehouse 8 pad levels were decreased it would result in large retaining walls to the north that would result in a greater visual impact and an unbalanced cut and fill ratio. Additionally, it is noted the Warehouse 7 and Warehouse 8 are only proposed in concept form with the construction of the warehouses, including refined design to be proposed as part of a future application. Further justification and responses against the requirements of Section 1.5.2 of MRP DCP in relation to the proposed variation is provided at this end of this document.
3) Should the nature of the business require that part of the building exceeds the 20m building height control (e.g. high bay warehouses), the proponent must demonstrate that the taller element will not create unacceptable solar, wind and visual impacts to surrounding sensitive uses or impact on the environmental and open space lands or the public domain.	**N/A**	Proposal is not seeking approval for building exceeding the 20m height control.
4) Taller building elements over 15m should be set back from the street frontage.	**N/A**	Building heights are under 15m.

Control	Compliance	Comment
5) Building height must ensure direct solar access to public domain, including street trees and footpaths, open space and environmental areas, between the hours of 11:00am and 2:00pm at the winter solstice, 21 June. Shadow diagrams must demonstrate this outcome.	**Y**	Refer to Architectural Drawing DA008 (**Appendix B**).
6) Building services located on the roof (such as HVAC, lift motor room, exhaust fans, etc) must be accommodated within the maximum permissible height of the building and away from the street frontage or sensitive interfaces where possible.	**Capable of compliance**	This will be undertaken during the construction certificate and occupation certificate stage.
7) A Visual Impact Assessment is to be submitted with development applications demonstrating that development will not have a significant adverse impact on the scenic quality of: • *The Precinct, particularly when viewed from elevated locations and view lines identified in Figure 10;* • *Wianamatta-South Creek; and* • *Adjoining rural-residential areas*	**Y**	Winamatta-South Creek is over 1.5km from the development site and the ALTIS/Frasers development (SSD9522) will significantly restrict views of 706 Mamre Road development All immediately adjoining residential land and dwellings have been zoned IN1 and the majority have already been purchased for industrial development. The site is bounded by 1-51 Aldington Road (SSD-22595032) to the east and GPT to the south (SSD-10272349). Residential dwellings further south along Mamre Road have been assessed together with dwellings and schools to the north.
8) Buildings should be sited on mid-slope to minimise visual impact on ridges and to be in harmony with the existing landscape. Where possible, buildings should be designed to "step" physically up or down the site in keeping with the existing topography.	**Y**	Refer to Section 4 of the Civil Infrastructure Report (**Appendix I**), it outlines justification of the proposed earthworks strategy. Refer to Visual Impact Assessment (**Appendix U**).
4.2.2 Building Setbacks		
1) Building setbacks are to be in accordance with the standards outlined in Table 10.	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**).
2) Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding Mamre Road and proposed Southern Link Road): • *Landscaping;* • *Maintenance/rehabilitation of biodiversity corridors or areas;* • *Utility services installation;* • *Cross-overs;* • *Fire access roads;* • *Approved signage;* • *Street furniture; or* • *Drainage works.*	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**).

Control	Compliance	Comment
3) Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved. Setbacks to public roads may incorporate loading dock manoeuvring areas and associated hard stand if set behind a landscape setback of at least 6.0m to the property boundary.	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**).
4) 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 at least 13.0m in depth, as measured from the property boundary to the building line, and set behind a landscape setback at least 6.0m in depth;* • *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.*	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**).
5) The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also 4.2.3 Landscaping).	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**).
6) Additional setbacks may be applicable to avoid construction over easements.	**N/A**	No easements on site.
7) For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 18).	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**).
4.2.3 Landscaping		
1) Development proposals must demonstrate a 10% tree canopy on development lot (excluding public roads and any non-industrial land). This includes preserving existing trees, where possible, and adding to the existing canopy to provide green infrastructure and amenity. This control can be measured at estate or lot scale, depending on the subject land of the development application. Where the tree canopy strategy is established at an estate level, the approval should establish the framework for individual lots, where future development applications will be required. If the control is satisfied at an estate scale, the 10% tree canopy control does not need to apply again to individual lots, if they are consistent with the concept plan or estate approval.	**Y**	Landscape Drawings have been submitted that demonstrate a 10% canopy cover on an estate scale (**Appendix L**). In addition, refer to DA003 of the Architectural Drawing (**Appendix B**).
2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.	**Y**	Refer to the Landscape Drawings (**Appendix L**).
3) Landscaped area is to be provided in accordance with Table 11.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**).

Control	Compliance	Comment
4) A minimum 15% of the site area is to be pervious surfaces, achieved through landscaping and/or the use of permeable paving materials. Perviousness is to be calculated in accordance with the following index: • *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%*	**Y**	15% has been achieved in the developable area through the combination of landscape areas and permeable pavement.
5) Existing remnant vegetation and paddock trees shall be retained within setback areas and enhanced as an integral part of the landscaping proposals for each development.	**N**	All trees are to be removed in order to the enable the development of the Proposal.
6) Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	**Y**	Large canopy trees are provided in the northern and western buffer zones such as Angophora floribunda, Angophora subvelutina and Melaleuca styphelioides. These are supplemented with medium sized trees such as Acacia Sp.
7) Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shadow and cool the building.	**Y**	Large canopy trees are provided in the northern and western buffer zones. Due to the orientation of warehousing to hardstand areas, warehouse 2 for example cannot include a landscape area adjacent to the western elevation.
8) Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix B**).
9) Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.	**Y**	Complies. Refer to Architectural Drawing DA003 (**Appendix E**B
10) Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage..	**Y**	Refer to Landscaping drawing SSD-03 (**Appendix L**) showing hedges are used around car parking and hardstand that would be visible from public domain areas.
11) Paving, structures and wall materials should complement the architectural style of buildings	**Capable of compliance**	This will be undertaken during the construction certificate and occupation certificate stage.
12) The selection and location of proposed trees and other landscaping plants is to: o Be consistent with the preferred trees identified in Appendix C; • *Consider the use of local native vegetation communities;* • *Re-use of native plants or topsoil removed during earthworks;* • *Contribute to the management of soil salinity, water levels and soil erosion;* • *Ensure tree species being low maintenance and drought tolerant;* • *Consider the capacity of the species to contribute to tree canopy cover;*	**Y**	A large proportion of planting proposed is consistent with Appendix C of the Mamre Road DCP. A mix of native and exotic species are used in presentation areas of the estate. A high proportion of low water use species are proposed.

Control	Compliance	Comment
• *Ensure invasive turf (including Kikuyu) is not used in areas adjoining remnant vegetation within environmental conservation and recreation areas and riparian corridors, or within landscape buffers;* • *Incorporate a diverse range of flora species for to increase species resilience; and* • *Consider service authority requirements in easement locations.*		
13) Street tree planting is to: • *Target a minimum container pot of 75L;* • *Provide continuous canopy along road corridors, including appropriate spacing;* • *Be setback a minimum 600mm from the back of kerb to tree centreline; and* • *Take account of sight line requirements near intersections.*	**Y**	Trees are used in groups along the streetscape to provide canopy cover while adhering to bushfire regulations.
14) Sufficient area/space is to be made available to allow trees to grow to maturity and not damage local infrastructure.	**Y**	This will be undertaken during the construction certificate and occupation certificate stage.
15) No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales shall be used.	**Y**	Refer to Landscape Drawing SSD-17 (**Appendix L**).
16) Local Indigenous groundcovers should be considered as a turf alternative in areas not specifically designed for pedestrian use.	**Y**	A mix of native and exotic groundcovers are proposed in all verges to the streetscape. This will reduce the need for mowing.
4.2.4 Communal Areas		
1) Each building shall be provided with at least 1 communal area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.	**Y**	Refer to Architectural Drawings DA003, DA120, DA220 and DA320 (**Appendix B**).
2) In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	**Y**	Refer to Architectural Drawings DA003, DA120, DA220 and DA320 (**Appendix B**).
3) Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water etc. commensurate with the scale of the development, activities, and anticipated number of workers. Consider opportunities for small scale active recreation uses, such as a basketball half court or table tennis.	**Capable of compliance**	This will be undertaken at the construction certificate stage and occupational certificate stage.
4) Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.	**Y**	Refer to Architectural Drawings DA003, DA120, DA220 and DA320 (**Appendix B**).
5) Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.	**Y**	Refer to Architectural Drawing DA009 (**Appendix B**).

Control	Compliance	Comment
4.2.5 Building Design		
1) Developments with a construction cost of $1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)).	**Y**	There will be a commitment to target a 4-star Green Star Building s rating for eligible new construction projects. Tenants will be encouraged to adopt NABERS for Warehouses which are still under development.
2) An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.	**Y**	Refer to **Appendix KK**.
Siting/Building Orientation		
1) Buildings shall be oriented so building frontage is parallel with the primary street frontage.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**).
2) Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**).
3) Siting and building orientation shall consider landscaping requirements (refer Section 4.2.3), including the best location for tree planting to shade and screen development.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**).
4) Building design should minimise overshadowing within the site and on adjoining buildings.	**Y**	Refer to Architectural Drawing DA003 and DA009 (**Appendix B**).
5) Buildings should be oriented so that loading, servicing and large areas of car parking (i.e. greater than 20 spaces) are accommodated to the rear or the side of the site and not directly visible from the public domain.	**Y**	Refer to Architectural Drawing DA003 (**Appendix B**).
Architectural Design *6) The design of facades along the primary street frontage(s) should strengthen passive surveillance and streetscape character, such as through the use of glazing for the office or administration components of the building.*	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
7) External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
8) Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
9) In visually sensitive locations, such as adjoining the Mount Vernon rural-residential area, the colour and material palette should utilise muted tones of the natural landscape and avoid bright bold colours and textures.	**Y**	Refer to Architectural Drawings DA060, DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).

Control	Compliance	Comment
10) Large expanses of wall or building mass should be relieved by the use of articulation, variation in construction materials, fenestration or alternative architectural enhancements (refer Figure 19 and Figure 20).	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
11) Energy efficient design principles shall be employed in all building designs (Figure 21).	**Y**	Refer to Section 4.3 of the Ecologically Sustainable Development Report (**Appendix DD**).
12) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
13) Courtyard and screen walls shall be in the same material as the building facades.	**Capable of compliance**	This will be undertaken at construction certificate and occupational certificate stage.
14) The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.	**Capable of Compliance**	This will be undertaken at construction certificate and occupational certificate stage.
15) The design of the main office and administration components shall: • *Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition;* • *Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and* • *Incorporate the principles of Universal Design.*	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
16) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
17) Roof design must provide natural illumination to the interior of the building.	**Y**	Refer to Architectural Drawings DA150, DA160, DA250, DA260, DA350 and DA360 (**Appendix B**).
Environmentally Sustainable Design		
18) Development applications shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: • *Building and window orientation;* • *Window size and glass type;* • *Material, colour and surface treatments (note control 19 in relation to roof colour);* • *Insulation;* • *Landscaping and trees to provide shade and moderate the building microclimate;*	**Y**	Refer to Section 3 of the Ecologically Sustainable Development Report (**Appendix DD**).

Control	Compliance	Comment
• *Natural ventilation and light with generous, all weather openings;* • *Utilise extensive roof areas for energy and water collection;* • *Air flow, ventilation and building morphology to support cooling; and* • *Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.*		
19) Light coloured materials should be used in roof construction to reduce the urban heat effect.	**Capable of compliance**	This will be undertaken at construction certificate and occupational certificate stage.
20) Building services, excluding manufacturing plant and operations, should promote: • *Separate metering of water and electricity for multiple uses or tenants;* • *Shut-off valves at stormwater outlets to trap toxic spills;* • *Waterless urinals;* • *Energy efficient lighting;* • *Gas boosted solar hot water for staff amenities (kitchen, toilets, showers);* • *Rainwater and recycled water for toilet flushing, irrigation or other non-potable uses;* • *Waste heat recovery systems;* • *Integrated systems for energy generation – waste and water;* • *Air-cooled systems, ground source heat rejection or pond heat rejection; and* • *Energy storage systems combined with the use of photo voltaic cells for roof areas.*	**Y**	Refer to Section 3 of the Ecologically Sustainable Development Report (**Appendix D**).
21) Measures to improve air quality and visual and thermal comfort to be considered include: • *Low VOC paints and low-formaldehyde floor covering, adhesives and furniture;* • *Glazed facades to be shaded and/or use performance glass to control radiant heat;* • *Occupant control of comfort parameters (e.g. operable windows, control of air flow);* • *Protection from noise (e.g. open windows or between production and office areas);* • *Provision of quality landscaped outdoor amenity areas for staff;* • *Hydronic heating and ceiling fans; and o* • *Materials with low reflectance values.*		

Control	Compliance	Comment
4.2.6 Design of Storage Areas		
1) Storage areas are to be located within the building, where practical.	**Capable of compliance**	This will be undertaken at construction certificate and occupational certificate stage.
2) External storage areas must be located behind the front building setback, not be visible from a public place, and be consistent with the design of the primary development. The following matters must be addressed in designing external storage areas: • *The proposed height and on-site arrangement of stored goods;* • *The visual and amenity impact of the storage area and how this is proposed to be minimised (orientation, screening with landscaping and/or solid fencing, etc.), particularly where the development interfaces with Mount Vernon;* • *Access arrangements; and o Noise, odour and safety issues.*		
3) For sites with multiple frontages, either to roads or other public spaces, the location and orientation of external storage areas shall minimise visual impact from all potential viewpoints.		
4.2.7 Storage, Transportation, Handling and Processing of Chemical Substances		
1) Development involving the storage, transportation and processing of chemical substances shall have regard to the requirements of State Environmental Planning Policy No. 33 - Hazardous and Offensive Development.	**Y**	A Hazards and Risk Assessment has been prepared by Riskcon Engineering (**Appendix HH**) to review the proposed DG storage volumes against the General Screening Thresholds of "Applying the Resilience and Hazards SEPP". The assessment concludes that the site is not considered "potentially hazardous".
2) A Chemical Use and Storage Report is to accompany development applications involving the storage, transportation and/or processing of chemical substances, except where: • *The chemicals are of household or hospital grade and used for routine cleaning;* • *The total quantity of chemicals used or stored does not exceed 100 litres; or* • *The chemicals are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment.*	**N/A**	The quantity, class or arrangements of dangerous goods to be stored by future tenants are currently unknown. A Chemical Use and Storage Report cannot be prepared without the above information.
3) Development applications shall outline methods for the storage and handling of chemical substances and measures to manage potential spills, such as bunding developed in accordance with the EPA's Bunding and Spill Management Guidelines.	**N/A**	The quantity, class or arrangements of dangerous goods to be stored by future tenants are currently unknown. Without the above information dictating the storage requirements of the tenant, methods for storage and handling of chemical substances cannot be provided.
4.2.8 Signage and Estate Entrance Walls		
1) All advertising is required to be: • *Constructed of high quality, durable materials;*	**N/A**	No advertising signage is proposed.

Control	Compliance	Comment
• *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) Free standing pylon signage must not exceed 10m in height from finished ground level and 2m width. No signage is permitted in the bottom 2m of the structure.	**Y**	Complies. Refer to the Access and Signage Stage 1 Drawing (DA006) (**Appendix B**).
3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix B**).
4) Sky signs and roof signs that project vertically above the roof of a building are not permitted.	**N/A**	No sky or roof signs are proposed.
5) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level. 6) Signs should generally be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix B**).
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.	**Y**	Complies. Refer to the Architectural Drawings (**Appendix B**).
7) Signs are to be contained fully within the confines of the wall or awning to which it is mounted.	**Capable of compliance**	The signage zones are capable of complying.
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;* • *Only one sign is to be placed on the face of each premises either located on or over the door; and* • *Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.*	**Capable of compliance**	Refer to the Access and Signage Stage 1 Drawing (DA006) (**Appendix B**).
Illuminated Signage		
9) Illuminated signs are not to detract from the architecture of the building during daylight..	**Y**	Illumination of signs will not detract from the architecture of the buildings.
10) Illumination (including cabling) of signs is to be either:	**Y**	Noted.

Control	Compliance	Comment
• *Concealed;* • *Integral with the sign;* • *Provided by means of carefully designed and located remote or spot lighting*		
11) A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment.	**Y**	Noted.
12) Up-lighting of signs is prohibited. External lighting of signs is to be downward pointing and focused directly on the sign and is to minimise the escape of light beyond the sign.	**Y**	Noted.
13) A maximum of one illuminated sign is permitted on each elevation of each building.	**Y**	Only signage zones are proposed on the elevations of buildings. Detailed signage content for the external façade signs is not sought as part of this application.
14) Illuminated signage shall be oriented away from residential receivers.	**Y**	The illuminated signage will not affect any residential receivers.
4.2.9 Safety and Surveillance		
1) A Crime Risk Assessment Report must be prepared for the development of new buildings.	**Y**	A Crime Prevention Through Environmental Design Report (CPTED) has been prepared by Ethos Urban (**Appendix O**). The report has considered the proposed development layout, built from and landscaping.
2) Buildings should be designed to overlook public domain areas and provide casual surveillance.	**Capable of compliance**	Refer to the CPTED Report (**Appendix O**).
3) Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.		
4) Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.		
5) Development should provide clear sight lines and well-lit routes between buildings and the street, and along pedestrian and cycle networks within the public domain.		
6) Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.		
4.2.10 Lighting		
1) Lighting details shall be provided as part of development applications.	**Capable of Compliance**	The Warehouse on Lot F has been designed to comply with these controls. The concept master plan has been designed such that future buildings are capable of
2) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.		

Control	Compliance	Comment
3) Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.		compliance however, this will be addressed in future development applications. Refer to the Architectural Drawings (**Appendix B**) and Design Statement (**Appendix H**). Lighting included as part of the proposed development will be designed to ensure CPTED principles are addressed and there are no impacts to operation or safety to adjoining sites.
4) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites or sensitive receivers, such as rural-residential areas.		
4.2.11 Fencing		
1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	**Y**	Details regarding fencing are included in the Architectural Drawings (**Appendix B**). A combination of palisade and chain wire fencing is proposed with palisade fencing being used for street frontages.
2) Palisade fencing is encouraged.		
3) Solid fences above 1 metre in height are not permitted along street frontages.		
4) No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.		
5) High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line (refer to Figure 22). The design of the landscape setback should consider site security management.		
4.3 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.	**Y**	Refer to Sections 5 and 6 of the Noise Impact Assessment (**Appendix V**).
2) Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).	**Y**	Refer to Sections 3, 4 and 5 of the Noise Impact Assessment (**Appendix V**).
3) An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods.	**Y**	Refer to the Noise Impact Assessment (**Appendix V**).

Control	Compliance	Comment
4) An Acoustic Report shall be prepared for developments within 500m of rural-residential areas and other sensitive receivers, including educational establishments.	**Y**	Refer to Sections 2 of the Noise Impact Assessment (**Appendix V**).
5) Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.	**Y**	Refer to Sections 3.3 and Appendix B of the Noise Impact Assessment (**Appendix V**).
6) The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.	**Y**	Refer to Sections 4, 5 and 6 of the Noise Impact Assessment (**Appendix V**).
7) Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.		
8) Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.	**Y**	Refer to Section 6 of the Noise Impact Assessment (**Appendix V**).
9) Development shall comply with the relevant Australian Standards for noise and vibration.	**Y**	Refer to Sections 3.2, 4.1, 5.2 and 6.1 of the Noise Impact Assessment (**Appendix V**).
10) A qualified acoustical consultant is to certify any acoustic design measures have been satisfactorily incorporated into the development at construction certificate stage and validate the criteria at occupation certificate stage.	**N/A**	Will be undertaken following approval at the construction certificate stage and occupational certificate stage.
4.3.2 Trading and Operating Hours of Premises		
1) The consent authority shall have regard to the likely impact of the trading hours of a particular activity on the amenity of adjoining sensitive receivers including rural-residential areas and educational establishments.	**-**	Noted.
4.3.3 Air Quality		
1) Any development likely to, or capable of, generating air emissions must comply with the Protection of the Environment Operations Act 1997 and associated regulations.	**Y**	Refer to Section 6 of the Air Quality Impact Assessment (**Appendix EE**) that lists the relevant legislation.
2) An Air Quality and Odour Assessment is required for development that may have an adverse impact on local and regional air quality, including construction impacts on adjoining rural-residential areas.	**Y**	Refer to Section 9.4 and 9.5 of the Air Quality Impact Assessment (**Appendix DD**) present risk assessments for construction and operation of the development, respectively.

Control	Compliance	Comment
3) The Air Quality and Odour Assessment should be in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2017) and/or The Technical framework - assessment and management of odour from stationary sources in NSW (EPA 2006) and include but not be limited to: • *Characterisation of all emissions;* • *Measures to mitigate air impacts, including best practice measures; and* • *Details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment.*	**N**	As it is not currently known what tenants or industries will be located within the Proposal Site, neither the type or quantity of air emissions are known and therefore it is not possible to complete a quantitative assessment of air quality. As such a memorandum was submitted to the EPA (dated 24 January 2022) outlining information to support a qualitative impact assessment in contrast to the quantitative assessment approach prescribed by the SEARs. Further to the submission of the memo, an email was received from Paul Werne (EPA Senior Regional Programs Officer) on 10 February 2022, in which he confirmed EPA support the use of a qualitative assessment and acknowledged the inability to "fully assess these risks in the absence of any tenants and associated fit out….". As requested by EPA, an Air Quality Management Plan will be prepared to minimise impacts during construction. A copy of the EPA communication is provided in Appendix A of the Air Quality Impact Assessment (**Appendix EE**)
4) Developments that involve back up power generation of electricity with diesel equipment that has the capacity to burn more than 3 megajoules of fuel per second must include a best practice review of reasonable and feasible diesel emission reduction technology.	**N/A**	No backup power generation is proposed for the construction. It is anticipated that in the event an individual tenant requires use of backup power generation that the facility will require a separate air quality assessment to determine the impacts of the proposed operations and this requirement would be addressed at that time.
4.4 Earthworks and Retaining Walls		
4.4.1 Development on Sloping Sites		
1) Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.	**Y**	The natural typography of the site and wider precinct presents a number of challenges in delivering large format industrial warehouse that are in high demand. The scheme has created a solution that is compliant with the controls of the MRP DCP. Refer to Section 4 of the Civil Infrastructure Report (**Appendix I**) and drawing 21-855-C1030 (**Appendix K**), which justifies the proposed earthworks strategy for the site.
2) Where practicable, site design shall balance cut and fill and minimise the extent of earthworks and need for retaining walls (refer Section 3.1).	**Y**	. Refer to Section 4 of the Civil Infrastructure Report (**Appendix I**) and drawing 21-855-C1030 (**Appendix K**), which justifies the proposed earthworks strategy for the site.
3) A Geotechnical Report is to be submitted with applications proposing to change site levels.	**Y**	Refer to the Detailed Geotechnical Investigation provided at **Appendix R**.
4) Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards..	**Y**	Earthworks will be undertaken in accordance with Council's Engineering Specifications.
5) Level transitions must be managed between lots and not at the interface to the public domain	**Y**	Retaining walls at the existing and proposed road reserve boundaries are limited to no more than 6 metres and will be terraced as per Figure 23 of the MRP DCP.

Control	Compliance	Comment
6) Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level).	**N**	Refer to item 7 below in relation to proposed tiered retaining walls adjacent to proposed public roads.
7) Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. An indicative tiered retaining wall is shown in Figure 23. The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m.	**Y**	Refer to retaining wall plan and profile drawings 21-855-C1090 to C1096 (**Appendix K**) inclusive showing the proposed extent and height of retaining walls. In addition, refer to Section 4 on drawing 21-855-C1014 showing an indicative tiered retaining wall.
8) The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped.	**Y**	Refer to typical sections on drawings 21-855-C1013 to C1020 (**Appendix K**) inclusive.
9) The highest retaining wall element is to be suitably fenced for safety.	**Y**	Complies. Refer to Architectural Drawings (**Appendix B**) DA007
10) Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.	**Capable of compliance**	To be undertaken at construction certificate and occupational certificate stage.
11) Where possible, fill material should be sourced from within the Precinct.	**Y**	Based on the proposed cut and fill volumes, the net import volume represents 0.4% of the total estimated fill volume across the Site. If fill material is required to be imported it will be sourced from within the Precinct if possible.
12) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.	**N/A**	Split level or pier foundation building designs are not conducive to the proposed end-use, being large-format warehouse and distribution.
13) All retaining walls proposed for the site are to be identified in the development application for the proposed development.	**Y**	Refer to drawing 21-855-C1090 (**Appendix K**) showing the proposed extent of retaining walls.
14) Retaining wall design and materials shall complement architectural and landscape design.	**Y**	Refer to the landscape design package (**Appendix L**) showing proposed retaining wall materials and finishes.
15) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use.	**Y**	This control will be incorporated into the site Construction Environmental Management Plan (CEMP) to be provided post SSDA approval as part of construction certificate documentation.
16) Earthworks in the floodplain must address Section 2.5 and Clause 33H of the WSEA SEPP.	**N/A**	Not applicable as the Site is not located in a floodplain.
4.4.2 Erosion and Sediment Control		
1) Development applications must include an Erosion and Sediment Control Plan (ESCP) prepared by a Certified Professional in Erosion and Sediment Control (CPESC).	**Y**	An Erosion and Sediment Control Plan (ESCP) has been prepared in accordance with the guideline document titled Managing Urban Stormwater – Soils and Construction (Landcom, 2004). Refer to the Civil Infrastructure Report (**Appendix I**).

Control	Compliance	Comment
2) The ESCP is to be implemented under the supervision of a CPESC. The relevant consent authority will require the CPESC to regularly audit and certify that the works are suitable to protect Wianamatta-South Creek and its tributaries, including audit reports.		
3) Soil erosion and sediment control measures are to be provided on-site before the commencement of any earthworks or development activity, in accordance with the approved ESCP. These must be maintained throughout the course of construction until disturbed areas have been revegetated and the soil stabilised to the satisfaction of the relevant consent authority.	**Y**	Measure to be incorporated into CEMP, to be provided post SSDA approval as part of the construction certificate documentation
4) Development is to comply with the construction phase targets in Table 5.	**Y**	Erosion and sediment control measures have been designed to comply with the construction phase targets outlined in the DCP.
5) Erosion and sediment control measures are to be installed in accordance with best practice (including Managing Urban Stormwater – Soils and Construction and Best Practice Erosion and Sediment Control, IECA).	**Y**	Refer to Section 5.5 of the Civil Infrastructure Report (**Appendix I**).
6) The ESCP is to consider the following measures: • *Identify all areas likely to cause pollution of waterways from stormwater run-off 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 for future landscaping;* • *Prevent sediment/silt from entering adjoining property by installing sediment control devices at the low side of sites and wash down areas;* • *Install high efficiency sediment basins to ensure compliance with the water quality target throughout the construction and building phases;* • *Provide a single, stabilised entry/exit point to the site;* • *Prevent sediment, including building materials, from reaching the road or stormwater system. Sediment is to be removed by sweeping, shovelling or sponging. Under no circumstances shall sediment be hosed;* • *Where a work zone permit over public property is applicable, debris control devices are 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; and*	**Y**	Refer to Section 5.6 of the Civil Infrastructure Report (**Appendix I**).

Control	Compliance	Comment
• *Maintain all sediment control devices during earthworks and construction.*		
4.5 Waste Minimisation and Management		
1) Development applications shall include a Waste and Resource Recovery Management Plan (WRRMP)6 developed by an appropriate specialist. The WRRMP is to outline the waste likely to be generated by the development and methods of managing the generation, storage and disposal of wastes in an integrated way during construction and operation.	**Y**	A WRRMP has been prepared by Sustainable Development Consultants (**Appendix FF**), it outlines the waste likely to be generated by the development and methods of managing the generation, storage and disposal of wastes in an integrated way during both construction and operation.
2) The WRRMP should address the following matters: • *The types and volumes of waste and recyclables generated;* • *Details of on-site storage and/or treatment of waste;* • *Disposal of waste generated which cannot be re-used or recycled; and* • *Ongoing management of waste during the operational phase of the development.*	**Y**	The WRRMP (**Appendix FF**) prepared for this project addresses the types and volumes of waste and recyclables. It also sets out objectives and methods to maximise resource recovery and recycling and minimising what goes to landfill. It also covers on-site storage and collection and the ongoing management of waste during the operational phase of the development.
3) Waste storage and collection areas should be: • *Flexible in their design to allow for future changes in the activities and tenancies;* • *Located away from primary street frontages, where applicable;* • *Suitably screened from public areas to minimise noise, odour and visual impacts;* • *Designed and located to consider possible traffic hazards (pedestrian/vehicular);* • *Accessible to collection vehicles;* • *Compatible with the collection service(s) to be used; and* • *Designed to encourage the separation of materials.*	**Y**	The WRRMP (**Appendix FF**) addresses flexibility and future changes. It also addresses the other points listed, including making sure that collection bins are accessible to collection vehicles and so that collection of bins will not impact others or generate noise or that bin storage areas will not generate odour or visual impacts.
4) The design of waste storage and collection areas must consider: • *Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers;* • *Placing food scraps in specialised containment bins, with regular collection;* • *Providing refrigerated garbage rooms where there are large quantities of perishable wastes and infrequent collections; and* • *Placing clinical or hazardous and liquid waste in specialised containment bins for collection by specialised services.*	**Y**	The WRRMP (**Appendix FF**) addresses these listed points. It adopts best practice waste management with the inclusion of 5 waste streams and covers additional specialised waste likely to be generated in this development.
5) Grease traps must be provided where there is a likelihood of liquid waste entering the drainage system (contact Sydney Water to obtain trade waste requirements).	**N/A**	Waste bin cleaning areas are specified in the WRRMP (**Appendix FF**), including floor wastes connected to sewer which are not open to the sky, so collection bins can be

Control	Compliance	Comment
		cleaned and maintained as and when required. This will ensure that waste water from the cleaning of the collection bins will not end up in the stormwater drainage system.
6) For communal storage/collection facilities, each tenant should have a designated area.	**N/A**	There are no proposed communal storage or communal collection facilities within this development.
4.6 Access and Parking		
4.6.1 Parking and Manoeuvring Areas		
1) On-site car parking is to be provided to a standard appropriate to the intensity of the proposed development as set out in Table 12. Parking is to meet AS 2890 and AS 1428.	**Y**	Refer to Section 7 of Transport Management & Accessibility Plan (**Appendix Q**).
2) For activities not identified in Table 12, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) and AS 2890 should be referred to as a guide.	**Capable of compliance**	Any activities not in Table 12 will be identified during the construction certificate and occupational certificate.
3) Car parking and associated internal manoeuvring areas provided over and beyond the requirements of this DCP shall be calculated as part of the development's gross floor area.	**Y**	Refer to Section 7 of Transport Management & Accessibility Plan (**Appendix Q**).
Design of Parking and Manoeuvring Areas		
4) The design of car parks and spaces must comply with the relevant Australian Standards.	**Capable of compliance**	This will be undertaken at construction certificate and occupational certificate stage.
5) The movement of pedestrians throughout the car park shall be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles.	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
6) Car parking areas for heavy vehicles should be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated. Permeable paving materials should be used where practicable.	**Y**	Hardstand areas within proposed lots will be reinforced concrete as shown on drawings 21-855-C1340 and C1341 (**Appendix K**). Permeable paving has been adopted for the fire access roads around the perimeter of the proposed warehouses 1, 2 and 3. Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
7) The design of parking and access areas is to address WSUD principles (refer Section 2.4), including the use of permeable pavement materials in light vehicle parking areas.	**Y**	In lieu of permeable paving of parking and access areas, permeable paving has been adopted for the proposed fire access roads around the perimeter of Warehouse 1.
8) Parking areas should incorporate dedicated parking bays for electric vehicle charging.	**Capable of Compliance**	This will be undertaken at construction certificate and occupational certificate stage.
9) Vehicle access is to be integrated into the building design as to be visually recessive.	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**)

Control	Compliance	Comment
10) Vehicular access must be swept path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.	**Y**	Refer to Appendix D of Transport Management & Accessibility Plan (**Appendix Q**)
11) Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas.	**Y**	Refer to Appendix D of the Transport Management & Accessibility Plan (**Appendix Q**). Refer to Civil Drawing C1105-C1107 (**Appendix K**).
12) Internal directional signs are to be provided to assist site visitors in locating parking areas.	**Capable of Compliance**	This will be undertaken at construction certificate and occupational certificate stage.
13) Car park design is to promote passive surveillance, incorporate active measures (e.g. cameras and security patrols) where necessary, and minimise dark areas through lighting.	**Capable of Compliance**	This will be undertaken at construction certificate and occupational certificate stage.
14) Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.	**Capable of Compliance**	This will be undertaken at construction certificate and occupational certificate stage.
15) Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
16) Visitor parking should be provided outside the secured parking areas.	**Capable of Compliance**	This will be undertaken at construction certificate and occupational certificate stage.
17) The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles.	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
18) Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).	**Y**	Refer to Civil Drawing C1310-C1311 (**Appendix K**).
19) Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
20) 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.*	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
21) Vehicular access to the loading / unloading area(s) is preferred off rear lanes, side streets and right of ways. Where appropriate, consider a single vehicular access point for the loading/unloading area(s) and waste collection area(s).	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
22) Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.	**Capable of Compliance**	This will be undertaken at construction certificate and occupational certificate stage.

Control	Compliance	Comment
23) Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable.	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
24) Access, parking, manoeuvring and loading facilities shall be in accordance with AS 2890 and Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 12. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments	**Y**	Refer to Transport Management & Accessibility Plan (**Appendix Q**).
Bicycle Parking, Facilities and Storage		
25) The following bicycle destination facilities for staff are to be provided: • *For ancillary office and retail space with a gross floor area over 2500m2 , at least 1 shower cubicle with ancillary change rooms;* • *For industrial activities with a gross floor area over 4000m2 , at least 1 shower cubicle with ancillary change rooms;* • *Change and shower facilities are to be located close to the bicycle storage areas; and* • *Where the building is strata-titled, the facilities are to be available to all occupants.*	**Y**	Refer to Transport Management & Accessibility Plan (**Appendix Q**).
26) Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
4.6.2 Driveways		
1) The road access to the site must provide for safe entry and exit, with appropriate traffic sight distance. All vehicles should enter/exit the site in a forward direction.	**Y**	Refer to the Civil Drawings (**Appendix K**). All vehicles will enter/exit the site in a forward direction and the traffic volumes of the surrounding road network have been taken into account when designing the proposed development's access arrangements.
2) Driveways and access roads shall be designed in accordance with AS2890.1 and 2 – 2004.	**Y**	Refer to Section 8.3 of Transport Management & Accessibility Plan (**Appendix Q**)
3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development.	**Y**	Design of driveways has taken into surrounding road network traffic volumes. Refer to Transport Management & Accessibility Plan (**Appendix Q**).
4) Driveways should be: • *Provided from lanes and secondary streets rather than the primary street;* • *Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;*	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**). Access points into individual lots have been provided from the internal road network. Access driveways have been provided from the north-south Collector Road, however

Control	Compliance	Comment
• *Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways;* • *Located to minimise amenity impacts to adjacent rural-residential development;* • *Designed to avoid direct access across a site boundary with a major road. Auxiliary lanes (deceleration and acceleration) may need to be provided to minimise conflicts between entering / leaving traffic and fast moving through traffic; and* • *For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.*		this maximises the volume of hardstand providing for one-way flow, which is recommended by the Australian Standards, as well as ensuring separation of light and heavy vehicle access points. Therefore, the design is considered to be the preferential outcome. This is consistent with the recently approved Aspect Industrial Estate which also provides for access driveways onto primary industrial estate roads. All light and heavy vehicle access are separated and all access points are not located directly onto a major road.
5) Driveway widths must have swept turning paths tested for larger vehicle types such as 30m PBS Level 2 Type B vehicles and 36.5m PBS Level 3 Type A vehicles where appropriate.	**Y**	Refer to Appendix D of the Transport Management & Accessibility Plan (**Appendix Q**).
6) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.	**Y**	Design complies.
7) Driveways are to be sealed from the public road up to the parking areas.	**Capable of Compliance**	This will be undertaken in the construction certificate and occupational certificate stage.
8) New allotments must have direct access to dedicated public roads.	**Y**	Refer to Architectural Drawings DA003, DA100, DA200 and DA300 (**Appendix B**).
5. Other Developments		
5.1 Employment Service Hubs		
1) Indicative locations for employment service hubs are identified in the Mamre Road Precinct Structure Plan (refer Figure 2). An alternate location for an employment service hub may be considered, if: o It is located at least 1km from other existing and/or planned employment service hubs; and o It does not preclude the provision of an employment service hub in a more accessible location.	**N/A**	Not applicable.
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.		

Control	Compliance	Comment
3) Employment service hubs must not have an unreasonable impact on the viability of any other nearby established centre within an industrial or business zone.		
4) Uses are to be located within the primary street frontage to generate activity and interest on the street.		
5) Active transport paths and bicycle parking should be prioritised and incorporated into the design of the development.		
6) The built form should address co-located open space areas.		
7) Outdoor furniture and shading shall be provided.		