

Appendix C – Statutory compliance table

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
General			
<i>Environmental Planning and Assessment Act 1979</i> , Section 4.5	<p><u>Power to grant approval</u></p> <p>Designation of consent authority</p> <p>For the purposes of this Act, the <i>consent authority</i> is as follows –</p> <ol style="list-style-type: none"> a. In the case of State significant development – the Independent Planning Commission (if the development is of a kind for which the Commission is declared the consent authority by an environmental planning instrument) or the Minister (if the development is not of that kind), b. In the case of development of a kind that is declared by an environmental planning instrument as regionally significant development – the Sydney district or regional planning panel for the area in which the development is to be carried out, c. In the case of development of a kind that is declared by an environmental planning instrument as development for which a public authority (other than a council) is the consent authority – that public authority, d. In the case of any other development – the council of the area in which the development is to be carried out. 	<p>The consent authority evaluates and determines the application in line with the requirements of Section 4.15 of the <i>Environmental Planning and Assessment Act 1979</i>. The consent authority considers matters such as the likely impacts as defined in the SEARs, relevant environmental planning instruments, the Site’s suitability, submissions regarding the application, and public interest.</p> <p>In the case of the Proposal, the consent authority is likely to be either the Minister or the Independent Planning Commission.</p>	Section 4.11
State Environmental Planning Policy (Planning Systems) 2021, Schedule 1 Clause 25	<p><u>Permissibility</u></p> <p>Data centres</p> <ol style="list-style-type: none"> 1) Development for the purpose of data centres that has a total power consumption of more than the relevant amount. 2) In this section – <ul style="list-style-type: none"> <i>Relevant amount</i> means – <ol style="list-style-type: none"> a. For development in relation to which the relevant environmental assessment requirements are notified 	<p>With a consumption of approximately 53 megawatts, the Proposal exceeds the relevant amount in stipulated in Schedule 1 Clause 25 of the Planning Systems SEPP and meets the threshold for State significant development and is required to undertake environmental assessment.</p> <p>The preparation and submission of this EIS in support of the State significant development application addresses the requirements of the Planning Systems SEPP, Section 4.12 of the Environmental Planning and Assessment Act 1979 and Sections 190 and 192 of the Environmental Planning and Assessment Regulation 2021.</p>	Section 4.11

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
	<p>under the Act on or before 31 May 2023 – 10 megawatts, or</p> <p>b. For any other development – 15 megawatts.</p>		
Pre-conditions			
State Environmental Planning Policy (Resilience and Hazards) 2021, Clause 4.6	Remediation of land	Site investigations identified that remediation is required to make the land suitable for the Proposal. Land remediation works will be undertaken as part of a programme of early works being approved under a separate development application.	Section 6.8
State Environmental Planning Policy (Transport and Infrastructure) 2021, Clause 2.47	Development likely to affect an electricity transmission or distribution network	The Proposal includes construction of a new substation that requires connecting to the transmission and distribution network operated by Endeavour Energy.	Section 6.10
State Environmental Planning Policy (Transport and Infrastructure) 2021, Clause 2.112	Traffic-generating development	The Proposal is considered traffic generating development, pursuant to Schedule 3 of the Transport and Infrastructure SEPP.	Section 6.2
Statement Environmental Planning Policy (Biodiversity and Conservation) 2021, Clause 2.14	Approval of Native Vegetation Panel for clearing native vegetation in non-rural areas	Vegetation removal on the Site will be undertaken as part of a programme of early works being approved under a separate development application.	Section 6.5
Statement Environmental Planning Policy (Biodiversity and Conservation) 2021, Clause 6.8(1)	Flooding	The Site is not located within a regulated catchment under Clause 6.1 of this SEPP.	Not applicable
Statement Environmental Planning Policy (Biodiversity and Conservation) 2021, Clause 6.10	Total catchment management	The Site is not located within a regulated catchment under Clause 6.1 of this SEPP.	Not applicable

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
State Environmental Planning Policy (Sustainable Buildings) 2022, Clause 3.2	Development consent for non-residential development	The Proposal seeks to minimise greenhouse gas emissions as well as the consumption of energy, water and material resources.	Section 6.4 Appendix J
State Environmental Planning Policy (Sustainable Buildings) 2022, Clause 3.4	Other considerations for certain State significant development	Design optioneering concluded that most suitable option for powering the Proposal was the use of diesel generators in combination with solar panels and battery storage. A Net Zero Statement is included in Appendix J (Ecologically Sustainable Development Report) outlines how the office space will minimise the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050.	Section 2.7 Appendix J
Mandatory considerations			
Legislation			
<i>Environmental Planning and Assessment Act 1979</i> , Section 1.3	<u>Objects of the Act</u> The objects of this Act are as follows –	The Proposal is not anticipated to result in any unjustified or unmanageable environmental or social impacts and supports Sydney’s transition to a digital economy.	Section 4.11
	a) To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,		
	b) To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The Proposal includes multiple ecologically sustainable development (ESD) commitments that aim to reduce the impact on the State’s natural capital.	Section 4.11 and Section 6.3
	c) To promote the orderly and economic use and development of land,	The Proposal is located on a site designated for industrial use, thereby conserving other areas within the State that have higher natural capital value. Siting the Proposal within a land zone for industrial / employment use is inherently consistent with the Government’s promotion of the orderly and economic use and development of land.	Section 4.11
	d) To promote the delivery and maintenance of affordable housing,	Not applicable	-
e) To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The Proposal is located on a site designated for industrial use, thereby conserving other areas within the State that have higher natural capital value.	Section 6.4	

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
	f) To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	Not applicable	-
	g) To promote good design and amenity of the built environment,	Consideration of alternative sites, layout configurations and designs, together with commitments to design features such as passive cooling, photovoltaics and battery storage, demonstrate the proponent's promotion of good design and amenity of the built environment.	Section 2.7 Section 3.2
	h) To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	Consideration of construction and maintenance regimes within the EIS demonstrates the proponent's promotion of proper construction and maintenance of buildings.	Section 3.7 Section 3.9
	i) To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The proponent has identified that the Proposal classifies as State significant development.	Section 4.1
	j) To provide increased opportunity for community participation in environmental planning and assessment.	Stakeholder and community engagement has been, and continues to be, carried out during the preparation of the EIS.	Section 5.3
<i>Environmental Planning and Assessment Act 1979, Section 4.15</i>	<p><u>Matters for consideration – general</u></p> <p>In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevant to the development the subject of the development application –</p> <p>a) The provisions of –</p> <ol style="list-style-type: none"> i. Any environmental planning instrument, and ii. Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and iii. Any development control plan, and iv. Any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and 	This EIS has been prepared with cognisance to the relevant Acts, Regulations, SEPPs and the Turner Road DCP. No proposed or draft environmental planning instruments or planning agreements relevant to the Proposal have been identified.	Section 2 Section 3 Section 4.6 Section 6 Section 7 Appendix G to Appendix U

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
	<ul style="list-style-type: none"> v. The regulations (to the extent that they prescribe matters for the purposes of this paragraph), vi. (Repealed) <p>that apply to the land to which the development application relates</p>		
	b) The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The Proposal is not anticipated to result in any unjustified or unmanageable environmental or social impacts.	Section 6
	c) The suitability of the site for the development,	The Proposal is located within a land zone designated for industrial / employment use therefore inherently consistent with the Government's promotion of the orderly and economic use and development of land.	Section 2 Section 3 Section 4.11 Section 6 Section 7
	d) Any submissions made in accordance with this Act or the regulations,	This EIS has taken into consideration the submissions received during the engagement on the Proposal undertaken to date.	Section 5
	e) The public interest.	The EIS emphasises the strategic need for the Proposal to progress and the positive social and economic benefits it would deliver, justifying there is a public interest in the Proposal.	Section 2 Section 7
<i>Environmental Planning and Assessment Act 1979, Section 4.24</i>	<u>Status of concept development applications and consents</u>	Not applicable	-
	<ol style="list-style-type: none"> 1. The provisions of or made under this or any other Act relating to development applications and development consents apply, except as otherwise provided by or under this or any other Act, to a concept development application and a development consent granted on the determination of any such application. 2. While any consent granted on the determination of a concept development application for a site remains in force, the determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposal for the development of the site. 	Not applicable	-

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
	3. Subsection (2) does not prevent the modification in accordance with the Act of a consent granted on the determination of a concept development application.	Not applicable	-
Policy			
State Environmental Planning Policy (Transport and Infrastructure) 2021	The Transport and Infrastructure SEPP defines what type of development can be built and in which land use zones.	The Proposal is located within the IN1: General Industrial land zone, meaning its development is permissible provided consent is secured from either the Minister or Independent Planning Commission.	Section 4.3.1
State Environmental Planning Policy (Planning Systems) 2021	The Planning Systems SEPP identifies State or regionally significant development and infrastructure.	The Proposal is classified as State significant development owing to its power consumption of greater than 15 megawatts.	Section 4.3.1
State Environmental Planning Policy (Western Parkland City) 2021	The Western Parkland City SEPP provides a framework for the development of this area and sets out land use zones, development standards, infrastructure planning, environmental protection and heritage conservation.	This SEPP categorises the area of the Proposal Site as IN1: General Industrial. The objective of this zone is to provide a wider range of industrial and warehouse land uses, which included permitted uses such as data storage centres. The Site is biodiversity certified under this SEPP. As part of this certification, the impact of vegetation removal and associated offsets have already been considered and do not require re-assessment. As such, a biodiversity development assessment report (BDAR) is not required.	Section 4.3.1
State Environmental Planning Policy (Sustainable Buildings) 2022	The Sustainable Buildings SEPP contains provisions for improving sustainability in buildings across NSW, including standards for non-residential buildings with a capital value of more than \$5 million.	The conclusions of the ESD Report identify that the Proposal meets the general sustainability criteria outlined within the SEPP.	Section 4.3.1
State Environmental Planning Policy (Resilience and Hazards) 2021, Section 3.7	The Resilience and Hazards SEPP provides controls on the storage and industrial use of hazardous materials and substances.	The Proposal does not meet the definition of a hazardous or offensive storage establishment or industry as per Part 3.1 of the SEPP.	Section 6.9
Camden Local Environment Plan 2010	This local plan sets out the local policy of the Council on development, land zoning and planning controls.	As the Proposal is sited within the Western Parkland City SEPP land use zone and is subject to the Turner Road Development Control Plan (DCP), the planning controls and zoning of the SEPP supersede the planning controls of the Camden Local Government Area (LGA).	4.3.2

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
Other relevant legislation – New South Wales (Integrated and Consistent Approvals)			
<i>Protection of the Environment Operations Act 1997</i>	To provide a framework for the protecting, restoring and enhancing the quality of the environment in NSW.	The Proposal is not classified as a scheduled activity under the Protection of the Environment Operations Act. As such, an environmental protection licence is not required.	Section 4.2.3
National Parks and Wildlife Act 1974	To provide a framework for the conservation of nature, for the conservation of objects, places or features of cultural value within the landscape, for fostering public appreciation, understanding and enjoyment of nature and cultural heritage, and for the management of land reserved under the Act.	An Aboriginal cultural heritage assessment (ACHAR) has been prepared (see Appendix S). A permit under the National Parks and Wildlife Act for impacts to Aboriginal heritage is not required.	Section 4.2.3
<i>Heritage Act 1977</i>	To provide a framework for the conservation of heritage within NSW.	There are no records of any heritage or relics either within or surrounding the Site of the Proposal. Therefore, no permits under the Heritage Act are required.	Section 4.2.3
<i>Waste Avoidance and Resource Recovery Act 2001</i>	To provide a framework for the management of waste within NSW.	Waste materials will be generated during construction and operation of the Proposal.	Section 3.8 Section 3.9.5 Section 6.10 Appendix R
<i>Biosecurity Act 2015</i>	To provide a framework for the prevention, elimination and minimisation of biosecurity risks posed by biosecurity matter, dealing with biosecurity matter, carriers and potential carriers, and other activities that involve biosecurity matter, carriers or potential carriers.	Vegetation clearance will be undertaken as part of a programme of early works being approved under a separate development application.	Section 6.4
<i>Biodiversity Conservation Act 2016</i>	To maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development of the Protection of the Environment Administration Act 1991.	The Proposal is on biodiversity certified land and so is not required to prepare a BDAR. However, impacts upon biodiversity arising from development of the Proposal have been considered within the EIS.	Section 6.4
<i>Water Management Act 2000</i>	To provide for the sustainable and integrated management of the water sources of the NSW for the benefit of both present and future generations.	The Proposal will not: <ul style="list-style-type: none"> require the use of water as outlined in Section 89 of the Water Management Act, be constructed using a specified water supply work, drainage work or flood work, 	Section 4.2.3

Statutory Reference	Statutory requirement / condition	Relevance	Section in the EIS
		<ul style="list-style-type: none"> carry out a specified controlled activity at a specified location on or under waterfront land. <p>Considering the above, no further approvals under the Water Management Act are required.</p>	
<i>Fisheries Management Act 1994</i>	To conserve, develop and share the fishery resources of NSW for the benefit of present and future generations.	<p>The Proposal does not:</p> <ul style="list-style-type: none"> involve any dredging or reclamation works, comprise works in waterways, impact mangrove, seagrass or marine vegetation, result in the blockage of a fish passage. <p>As such, no permits under the Fisheries Management Act are required.</p>	Section 4.2.3
<i>Roads Act 1993</i>	To define the rights of users of public roads, the classification of roads, establish procedures for opening and closing a public road and regulate activities on public roads.	The Proposal does not anticipate any planned activities requiring occupancy of a public road. A road occupancy licence is not considered to be necessary.	Section 4.2.3
Other relevant legislation – Commonwealth			
<i>Environment Protection and Biodiversity Conservation Act 1999</i>	Protection of Matters of National Environmental Significance (MNES) and activities on Commonwealth land	The EPBC Act has been enacted by the Australian Government to protect and manage MNES and activities on Commonwealth land. The Proposal is not located on Commonwealth land and is located on biodiversity certified land, so does not require referral or approval by the Australian Government under the EPBC Act.	Section 4.2.2
<i>Disability Discrimination Act 1992</i>	Accessibility	Accessibility has been considered as part of the design of the Proposal and meets the requirements of the <i>Disability Discrimination Act 1992</i> .	Section 4.2.2
Non-legislative instruments			
Turner Road Precinct Development Control Plan	The Turner Road Precinct DCP provides controls in the development of the design of the Proposal.	Consideration of the Turner Road Precinct DCP has been made during the design of the Proposal and early works DA.	See table below

Turner Road Precinct Development Control Plan

Precinct Wide DCP

Provision	Comment
Chapter 2.0 – The Turner Road Precinct	
2.1 – Indicative Layout Plan	
(1) All development is to be undertaken generally in accordance with the Indicative Layout Plan at Figure 2 subject to compliance with the objectives and development controls set out in this DCP.	The site is identified as industrial land on the Indicative Layout Plan, and the Proposal is consistent with this, given that it is industrial development.
(2) Where variation from the ILP is proposed, the applicant is to demonstrate that the proposed development is consistent with the Vision and Development Objectives for the precinct set out in Section 2.2 and the Objectives and Controls at Sections 0 – 2.5 of this DCP. The DCP may require amendment where significant variation is envisaged.	<p>The early works DA would result in changes to what was included in the Indicative Layout Plan with respect to the road network proposed. The Turner Road DCP identifies that:</p> <p><i>where a variation to the ILP is proposed, the applicant is required to demonstrate that the alternative outcome is consistent with the Vision and Development Objectives for the Precinct.</i></p> <p>It is noted that the proposed road network seeks to connect with the roadways approved and constructed (Central Hills Drive and White Cliffs Avenue) as well as the proposed eastern access road, which while inconsistent with what is shown in the DCP have been discussed and agreed upon with Council. For this reason, these changes are considered to be consistent with the vision and development objectives for the Precinct and not give rise to any adverse impacts while providing access to the riparian corridor associated with the RE1 zoned land.</p>
2.2 – Vision and Development Objectives	
<p>Key Development Objectives for the Turner Road Precinct</p> <p>(a) To facilitate urban development that meets environmental sustainability objectives. (b) To ensure all development achieves a high standard of urban and architectural design quality. (c) To promote housing that provides a high standard of residential amenity. (d) To ensure housing density targets are met through the provision of a range of housing types that offer greater diversity and affordability. (e) To maximise opportunities for local employment and business. (f) To create walkable neighbourhoods with good access to public transport. (g) To create vibrant, successful neighbourhood and specialist business and entertainment centres.</p>	<p>The Proposal is consistent with the detailed objectives for the Turner Road Precinct, given that it will achieve the following:</p> <ul style="list-style-type: none"> • Facilitate industrial development in a suitable location • Maximise opportunities for local employment and business • Achieves a high standard of urban and architectural design quality • Protect the riparian corridor as public land.

Provision	Comment
<p>(h) To ensure density targets are met and a range of housing types are provided.</p> <p>(i) To provide social infrastructure that is flexible and adaptable.</p> <p>(j) To maximise opportunities for future residents to access and enjoy the outdoors.</p> <p>(k) To protect and enhance the South Creek riparian corridor, significant trees and vegetation.</p> <p>(l) To ensure the timely delivery of critical infrastructure.</p>	
2.5 – Hierarchy of Centres and Employment Areas	
(1) Development is to be consistent with Table 1 and Figure 4.	The Proposal is consistent with the objectives and desired characteristics of the Turner Road Industrial Area, in that it will provide for a range of industrial, warehouse and distribution uses.
Chapter 3.0 – Access and Movement	
3.1 – Street Network and Design	
<p>(1) The street network is to be provided generally in accordance with Figure 2 and Figure 5. Where any variation to the residential street network indicated at Figures 2 or 5 is proposed, the alternative street network is to be designed to achieve the following principles:</p> <ul style="list-style-type: none"> • establish a permeable network that is based on a modified grid system, • encourage walking and cycling and reduce travel distances, • maximise connectivity between residential areas and community facilities, open space and centres, • take account of topography and accommodate significant vegetation, • optimise solar access opportunities for dwellings, • provide frontage to and maximise surveillance of open space and riparian corridors, • provide views and vistas to landscape features and visual connections to nodal points and centres, • maximise the use of water sensitive urban design measures, and • minimise the use of culs-de-sac. If required, the maximum number of dwellings to be served by the head of a cul-de-sac is 6. 	<p>As aforementioned, the early works DA results in a modified road layout, which has been designed to connect with Central Hills Drive, White Cliffs Avenue and the provision of a new eastern access road.</p> <p>It is considered that the proposed street network represents the most optimal outcome for the site relative to its broader context. The proposed network will ensure the following principles are achieved:</p> <ul style="list-style-type: none"> • Provides a frontage to the riparian corridor enabling passive surveillance • Integrates with the existing road network.
(2) Streets are to be provided in accordance with Table 2 to Table 9 (as illustrated by the cross-sections and plans at Figure 6 to Figure 12). The dimensions shown on these typical diagrams are minimums only. Alternative street designs may be permitted on a case by case basis if they preserve the functional objectives and requirements of the design standards.	Roads proposed as part of the early works DA have been designed to the relevant standards and have been subject to consultation with Council where they deviate from these standards.
(3) Where local streets are proposed with the minimum cross-section provided for by Table 7 or Table 8, they:	N/A – no local streets proposed.

Provision	Comment
<ul style="list-style-type: none"> • should provide front loaded access to no more than a total of 30 allotments, including any battleaxe lots, • should be less than 200m in length, and • should preferably be located adjoining parkland, riparian corridor or other type of open space or should play a minor role in the road network, providing low volume linkages and connections to more significant roads. 	
<p>(4) Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in the Camden Council Engineering Design and Constructions Specifications. In particular:</p> <ul style="list-style-type: none"> • intersection treatments are required to clearly identify the road hierarchy and create well defined intersections, • traffic islands and slow points are to be constructed of concrete or paving. Extended speed humps (i.e. plateaus) are not permitted for traffic calming, • roundabouts on non-bus route locations are to be designed to accommodate heavy vehicles, and • road pavement shall be asphalt. Coloured asphalt, concrete or paving bricks may be used to define cycle lanes, car parking spaces or at intersections. 	<p>Roads proposed as part of the early works DA have been designed to the relevant standards and have been subject to consultation with Council where they deviate from these standards.</p>
<p>(5) For all local streets and access ways, traffic management, i.e. road layout and/or speed reducing devices, are to be used to produce a low speed traffic environment. Such traffic management devices are to be identified at subdivision DA stage.</p>	<p>N/A – no local streets proposed.</p>
<p>(6) Intersection spacing and design should be consistent with the following best practice guidelines:</p> <ul style="list-style-type: none"> • the minimum distance from an access place or road to a collector road is to be 60 metres if the junction is on the same side of the road, or 40 metres if it is staggered on the opposite side of the road, • the minimum distance between collector roads is to be 120 metres if the junction is on the same side, or 100 metres if it is staggered on the opposite side of the road, and • intersections are to be either T-junctions or roundabouts. Where 4-way intersections are proposed, traffic is to be controlled, where appropriate, by lights, roundabouts, median strips or signage. 	<ul style="list-style-type: none"> • Minimum distances from the access road is greater than 60m • There are no 4 way T- intersections.
<p>(7) Turning heads at the end of a cul-de-sac are to be consistent with the following design principles:</p> <ul style="list-style-type: none"> • a turning area shall provide sufficient area for a “large (12m long) rigid truck” to make a three point turn or turn without reversing, 	<p>Roads proposed as part of the early works DA have been designed to the relevant standards and have been subject to consultation with Council where they deviate from these standards.</p>

Provision	Comment
<ul style="list-style-type: none"> the minimum dimension for a cul-de-sac turning head is 9m radius (where no central island exists), lot configurations that discourage parking in the manoeuvring area are preferred, and “T” configuration turning heads will be considered where they allow efficient and safer manoeuvring for waste service collection and other delivery vehicles. 	
<p>(8) Where roads are adjacent to public reserves or riparian corridors, the verge widths may be reduced to a minimum of 1m, subject to footpaths, public utilities, bollards and fencing being adequately provided for and APZs and riparian corridor requirements being addressed.</p>	<p>Roads proposed as part of the early works DA have been designed to incorporate narrower verge widths and have been subject to consultation with Council.</p>
<p>(9) Any private road is to be designed and built in accordance with the Camden Council Engineering Design and Construction Specifications. Details must be shown on the engineering construction drawings that must be submitted prior to the issue of the Occupation or Subdivision Certificate (whichever occurs first).</p>	<p>N/A – no private roads proposed as part of this Proposal.</p>
<p>(10) Street trees are required on all streets. Street planting is to:</p> <ul style="list-style-type: none"> be used consistently to distinguish between public and private spaces and between different classes of street within the street hierarchy, minimise risk to utilities and services, be durable and suited to the street environment and include endemic species, maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners, provide appropriate shade, and provide an attractive and interesting landscape character without blocking the potential for street surveillance. 	<p>Street trees are proposed on each roadway verge so as to provide an attractive, landscaped streetscape. Trees will be selected having regard to maintaining adequate sight lines for vehicles, pedestrians, as well as enabling street surveillance.</p> <p>Refer to Landscape Plans provided in Appendix E for further detail.</p>
<p>(11) Any proposal for street tree planting within the road reserve (i.e. carriageway and footpath) is to include appropriate detailed design that addresses access and manoeuvrability of heavy vehicles, street sweepers and cars, the impact of the root system on the carriageway, ongoing maintenance of the tree and carriageway, and the relationship with future driveway access points. It must also address any adverse impact on available on-street parking, especially in higher density areas.</p>	<p>The proposed tree planting would not preclude the safe and functional operation of the road network.</p>
<p>(12) The location and design of signage, street furniture and street lighting is to be indicated on the engineering construction drawings.</p>	<p>Refer to the civil engineering drawings in the early works DA.</p>

Provision	Comment
<p>(13) The design of all signage, street furniture and street lighting is to be consistent with Council's Landscape and Streetscape Elements Manual for Camden and be:</p> <ul style="list-style-type: none"> • designed to reinforce the distinct identity of the development, • coordinated in design and style, • located so as to minimise visual clutter and obstruction of the public domain, • of a colour and construction agreed by Council, and • consistent with any relevant Australian Standard including the AS/NZS 1158 series for street lighting. 	All street lighting has been designed in accordance with relevant Standards.
<p>(14) No direct vehicular site access is permitted to Camden Valley Way. Direct vehicular site access to proposed 4 lane sub-arterial roads will be considered to neighbourhood centres in exceptional circumstances only, such as for large scale developments and/or the servicing of multiple developments. Direct vehicular site access to 2 lane sub arterial roads will be determined on merit having regard to traffic volumes, traffic speeds and the location of cycleways.</p>	N/A – site does not adjoin Camden Valley Way.
<p>(15) The minimum kerb radii for intersections of local roads shall be 7.5m, subject to a minimum verge width of 3.5m. The kerb radii may need to be increased to facilitate truck turning requirements, services, drainage, intersection sight distance or other specific design criteria.</p>	Refer to the civil engineering drawings in the early works DA.
3.2 – Pedestrian and Cycle Network	
<p>(1) Key pedestrian and cycleway routes are to be provided generally in accordance with Figure 17. The design of cycleways located within the road reserve is to be in accordance with Table 2 to Table 8. The minimum width of off-street shared cycle and pedestrian pathways is to be 2.5m.</p>	The early works DA will provide footpaths along the eastern side of the new eastern access road, which is consistent with the DCP objective of providing a pedestrian and cycleway access to the riparian corridor.
<p>(2) All pedestrian and cycleway routes and facilities are to be consistent the Planning Guidelines for Walking and Cycling (DoP & RTA 2004) and Council's Pedestrian Access and Mobility Plan 2003.</p>	Refer to early works DA.
<p>(3) Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.</p>	The roads proposed as part of the early works designed with safety and accessibility being considered.
<p>(4) Pedestrian and cycle pathways, and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, generally in accordance with Australian Standard 1428:1- 4.</p>	Refer to early works DA.

Provision	Comment
(5) Pedestrian and cycle pathways are to be constructed as part of the infrastructure works for each residential stage with detailed designs to be submitted with DAs.	N/A – Proposal is not residential.
Chapter 4.0 – Open Space and Community Facilities	
4.1 – Public Parks and Landscape Strategy	
(1) Public parks (local and district open space), other open space areas (i.e. riparian corridors) and areas with landscape value are to be provided generally in accordance with Figure 19.	N/A
(2) The minimum provision of open space and facilities including embellishment is to be consistent with the Oran Park and Turner Road Section 94 Contributions Plan.	N/A
<p>(3) Public parks are to have a minimum area of 2,000m². The following principles are to be taken into consideration in the location of public parks:</p> <ul style="list-style-type: none"> • parks are to be located as focal points within residential neighbourhoods. All dwellings should be located no further than 400m from a public park, • where possible, parks should be co-located with community and education facilities, be highly accessible and linked by pedestrian and / or cycle routes, • parks should be located and designed to accommodate remnant vegetation and where appropriate, should be linked to and integrated with riparian corridors, and • parks should be generally bordered by streets on all sides with houses oriented towards them for surveillance. 	N/A
<p>(4) The detailed design of public parks is to consider:</p> <ul style="list-style-type: none"> • the need for a range of play spaces and opportunities and cater for the range of ages, • provision of adequate parking, lighting and waste management facilities, • inclusion of interpretative signage detailing local history, Aboriginal cultural values, environmental education themes and the like, and • provision of amenities such as seating and shade structures, drinking fountains, street lighting, street and information signs, planter boxes, feature fencing and the like. The design of such 	N/A

Provision	Comment
elements is to be consistent with Council’s Landscape and Streetscape Elements Manual for Camden.	
(5) The provision of community parks and facilities (i.e. community association owned facilities) in addition to the required public parks and community facilities is encouraged.	N/A
(6) Where riparian corridors are to be in public ownership, they are to provide opportunities for pedestrian and cycleways, fitness trails and additional open space in a manner that maintains the environmental significance of these areas. A range of themed elements such as boardwalks, eco-pathways, and educational tracks should be incorporated in appropriate locations (i.e. within the 10m riparian corridor buffer). The design of such elements is to be consistent with Council’s Landscape and Streetscape Elements Manual for Camden.	N/A
(7) A Landscape Plan is to be submitted for the each public or community park at the time of subdivision of the adjoining residential area. The selection of landscape species for public open space areas is to consider bush fire risk.	N/A
Chapter 6.0 – Environmental Management	
6.1 – Riparian Corridors	
(1) Riparian corridors are to be provided in accordance with the Oran Park and Turner Road Waterfront Land Strategy 2009 (The Strategy), except where located within Gregory Hills. The Strategy no longer applies where riparian land has been rezoned in accordance with State Environmental Planning Policy (Sydney Region Growth Centres) 2006.	N/A – site is located In Gregory Hills and has been rezoned in accordance with the WPC SEPP (former Growth Centres SEPP).
(2) Development in and adjoining riparian corridors shall be consistent with Part B2 of this DCP. In the event of any inconsistency between this DCP and the Waterfront Land Strategy, the Waterfront Land Strategy prevails.	N/A – site is located In Gregory Hills and has been rezoned in accordance with the WPC SEPP (former Growth Centres SEPP).
6.2 – Flooding and Water Cycle Management	
(1) No residential allotments are to be located at a level lower than the 1% Annual Exceedance Probability (AEP) flood level plus a freeboard of 500mm (i.e. within the ‘flood planning area’).	N/A – no residential allotments proposed.

Provision	Comment
<p>Pedestrian and cycle pathways and open space may extend within the 1% AEP flood level, provided that the safe access criteria contained in the NSW Floodplain Manual are met.</p>	
<p>(2) Management of ‘minor’ flows using piped systems for the 20% AEP (residential land use) and 10% AEP (commercial land use) shall be in accordance with Camden Council’s Engineering Design Specification Subdivision and Development Works’. Management measures shall be designed to:</p> <ul style="list-style-type: none"> • prevent damage by stormwater to the built and natural environment, • reduce nuisance flows to a level which is acceptable to the community, • provide a stormwater system which can be economically maintained and which uses open space in a compatible manner, • control flooding, • minimise urban water run-off pollutants to watercourses, and • meet the standards for a 20% AEP flood level. 	<p>Refer to Appendix O (Surface Water Management and Flood Impact Assessment) and Appendix U (Infrastructure and Services Report).</p>
<p>Management of ‘major’ flows using dedicated overland flow paths such as open space areas, roads and riparian corridors for all flows in excess of the pipe drainage system capacity and above the 20% AEP shall be in accordance with Camden Council’s Engineering Design Specification. Management measures shall be designed to:</p> <ul style="list-style-type: none"> • prevent both short term and long term inundation of habitable dwellings, • manage flooding to create lots above the designated flood level with flood free access to a public road located above the 1% AEP flood level, • control flooding and enable access to lots, stabilise the land form and control erosion, • provide for the orderly and safe evacuation of people away from rising floodwaters, • stabilise the land form and control erosion, and • meet the standards for a 1% AEP flood level. 	
<p>(4) Where practical, development shall attenuate up to the 50% AEP peak flow for discharges into the local tributaries, particularly Category 1 and 2 creeks. This will be achieved using detention storage within water quality features and detention basins.</p>	
<p>(5) The developed 1% AEP peak flow is to be reduced to pre-development flows through the incorporation of stormwater detention and management devices.</p>	
<p>(6) All development is to incorporate water sensitive urban design (WSUD). WSUD is to be adopted throughout the development to promote sustainable and integrated management of land and water resources incorporating best practice stormwater management, water conservation and environmental protection. A WSUD Strategy is to be submitted as part of any subdivision DA and shall include:</p>	

Provision	Comment
<ul style="list-style-type: none"> • identification of water management and other relevant objectives (relating, for example, to salinity hazard), • identification and assessment of relevant site characteristics and constraints, including flood evacuation routes, • identification of potentially feasible (storm) water management strategies, which may comprise stormwater reuse options, best planning practices, stormwater treatment measures (in both public and private domain), • assessment of the potential strategies, including the nature, basis and outcomes of stormwater modelling used to assess alternative solutions. This assessment of alternative strategies should address compliance with management objectives, life cycle costs, ongoing operations and maintenance requirements, land take requirements, expected reliability and future management responsibilities, • assessment of the likely construction costs associated with the WSUD strategy as well as a maintenance framework addressing maintenance strategies and costs, and <p>a suitably detailed description of the preferred WSUD strategy and elements therein, in the form of documents, plans and conceptual diagrams (as appropriate).</p>	
<p>(7) The WSUD Strategy shall demonstrate how the stormwater quality targets set by the Department of Environment and Climate Change (DECC) (Table 9) will be achieved and shall be consistent with ‘Technical Note: Interim Recommended Parameters for Stormwater Modelling – North-West and SouthWest Growth Centres’ and ‘Managing Urban Stormwater: Stormwater Planning’ (DECC) and Australian Runoff Quality (Engineers Australia). A monitoring plan that encompasses strategies for water sampling, maintenance of WSUD facilities and risk management in the short, medium and longer terms is to be included as part of the WSUD strategy.</p>	
<p>(8) Compliance with the targets at Table 9 is to be determined through stormwater quality modelling in accordance with the parameters outlined in the relevant technical guidance from DECC.</p>	
<p>(9) The WSUD strategy is to take into account riparian zone and creek management and include the following measures:</p> <ul style="list-style-type: none"> • the ephemeral hydrology of creeks is to be maintained or restored, where possible, by diverting excess flow via intercepting stormwater pipes to downstream storages for reuse, • flow attenuation and/or diversion via the intercepting stormwater pipes will be required to meet the stream erosion index objectives established by DECC (Table 9), • flow in excess of the 20% AEP peak flow may flow into the creek and be conveyed to detention 	

Provision	Comment
<p>basins that form part of the major drainage system, and</p> <ul style="list-style-type: none"> erosion control and bank stabilisation measures shall be incorporated within the waterway where required. 	
<p>6.3 – Salinity and Soil Management</p>	
<p>(1) Every subdivision DA for land identified in Figure 21 as being constrained by known salinity or may be constrained by very or moderately saline soils is to be accompanied by a salinity report prepared by a suitably qualified consultant. The report is to cover the conditions of the site, the impact of the proposed subdivision on the saline land and the mitigation measures that will be required during the course of construction. The report shall provide details of recent soil testing that either verifies the results of the rezoning study or provides evidence of any changes to salinity levels. Such soil testing shall be focused at the edges of areas identified on Figure 21 as very saline or moderately saline. Soil testing shall also be focused on areas where proposed excavation exceeds 3m in depth. The consultant is to certify the project upon completion of the works. Investigations and sampling for salinity are to be conducted in accordance with the requirements of the Local Government Salinity Initiative booklet called Site Investigations for Urban Salinity produced by the Department of Environment and Climate Change (formerly the Department of Natural Resources). Where applicable, the salinity report shall also report on the issues of soil aggressivity and sodicity and any mitigation measures required. All works are to conform to the Local Government Salinity Initiative series of booklets produced by the Department of Environment and Climate Change (formerly the Department of Natural Resources) and Council’s policy - Building in Salinity Prone Environments.</p>	<p>N/A - To be addressed as part of early works DA.</p>
<p>(2) Groundwater recharge is to be minimised by:</p> <ul style="list-style-type: none"> directing runoff from paved areas (roads, car parks, domestic paving etc) into lined stormwater drains rather than along grassed channels as necessary, lining or locating any pondages higher in the landscape to avoid recharge where proximity to the water table is likely to create groundwater mounding, encouraging on site detention of roof runoff and use of low water demanding plants, and encouraging tree planting especially adjacent to watercourses. 	<p>Runoff from paved areas has been designed to channel into the stormwater drainage system. Other groundwater recharge minimisation measures such as tree planting and OSD is also proposed.</p>
<p>(3) For road works within areas identified as a salinity hazard:</p> <ul style="list-style-type: none"> disturbance of subsoil should be minimised, engineering designs incorporating considerations of salinity impacts are required, and subsoil drainage is to be installed along both sides of all roads. 	<p>N/A - To be addressed as part of early works DA.</p>

Provision	Comment
<p>(4) All development must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development. Soil and Water Management Plans, prepared in accordance Camden Council’s Erosion and Sediment Control Policy and Managing Urban Stormwater - Soils and Construction (Landcom 3rd Edition March 2004 ('The Blue Book')) are to be submitted with each subdivision DA.</p>	<p>A Soil and Water Management Plan will be prepared as part of the CEMP, which details all proposed measures designed to mitigate potential impacts on soil and water resources.</p>
<p>(5) All sediment and erosion controls are to be installed prior to the commencement of any construction works and maintained throughout the course of construction until disturbed areas have been revegetated/ established. Certification to this effect is required by the applicant to be submitted to Council prior to construction.</p>	<p>To be addressed in the CEMP.</p>
<p>6.6 – Bushfire Hazard Management</p>	
<p>Subject to detailed design at DA stage, the indicative location and widths of APZs are to be provided generally in accordance with Figure 24. APZs:</p> <ul style="list-style-type: none"> • are to be located wholly within the precinct, • may incorporate roads and flood prone land, • are to be located wholly outside of a core riparian zone (CRZ) but may be located within the buffer areas to the CRZs, • may be used for open space and recreation subject to appropriate fuel management, • are to be maintained in accordance with the Planning for Bushfire Protection 2006 (RFI), • may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ), and • are not to increase the maintenance burden on public lands, and • are to be bounded by a perimeter fire trail/road that is linked to the public road system at regular intervals in accordance with Planning for Bushfire Protection 2006. 	<p>Refer to Appendix Q (Bushfire Report) which has been prepared in accordance with Planning for Bush Fire Protection 2019.</p>
<p>(2) Reticulated water is to meet the standards contained within Planning for Bushfire Protection 2006. Water supply is to be via a ring main system, engineered to the requirements of Australian Standard 2419.1- 1994 Fire Hydrant Installations.</p>	
<p>(3) Vegetation within public and community title parks and Category 3 riparian zones is to be designed and managed as a ‘fuel reduced area’.</p>	

Provision	Comment
(4) Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Planning for Bushfire Protection 2006 and Australian Standard 3959-1999 - Construction of Building in Bushfire Prone Areas.	
(5) Where an allotment fronts and partially incorporates an APZ it shall have an appropriate depth to accommodate a dwelling with private open space and the minimum required APZ. The APZ will be identified through a Section 88b instrument.	
(6) Temporary APZs, identified through a Section 88b instrument, will be required where development is proposed on allotments next to undeveloped land. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease.	
6.7 – Tree Retention and Biodiversity	
(1) The vegetation of moderate significance identified at Figure 25 is to be retained where possible.	Interspersed portions of the site are identified as comprising vegetation of moderate significance in accordance with Figure 25. As part of the early works DA, this vegetation is proposed to be removed to facilitate the delivery of the road network and industrial development in accordance with the overarching strategic intent for the area.
(2) A Tree Survey Plan is to be submitted with each subdivision DA. The Tree Survey Plan is to identify the location, type and condition of all existing trees, and is to indicate those trees proposed to be removed, including the justification for their removal, and those to be retained. Where trees are to be retained, details of any protection methods shall be submitted with the DA. Priority should be given to retention of trees that have biodiversity value, particularly hollow bearing trees. These and other significant trees are to be retained wherever possible within public and community parks, streetscapes and riparian corridors.	N/A - To be addressed as part of early works DA.
(3) Native vegetation (canopy level) shall be provided, where possible, within pocket parks, riparian corridors and street verges to create a ‘stepping-stone corridor’ for terrestrial bio-diversity. Details of any planting shall be provided within a detailed Landscape Plan submitted with a development application for subdivision of land.	Refer to Landscape Plans provided in Appendix E.

Provision	Comment
(4) Where development is located within or close to a known biodiversity corridor fencing shall be sympathetic to the passage of native fauna.	Fencing is currently not proposed adjacent to the riparian corridor.
(5) All subdivision design and bulk earthwork is to consider the need to minimise weed dispersion and eradication. In the opinion of Council, where a significant weed issue exists, a Weed Eradication and Management Plan is to be submitted with the subdivision DA that outlines weed control measures during and after construction. In these instances, a detailed Management Plan will be required to be prepared prior to any earth works being undertaken.	Weed management will be included as part of the CEMP.
6.8 – Contamination Management	
(1) DAs for development in Areas of Environmental Concern (AEC) as identified at Figure 26 shall be accompanied by a Stage 2 Detailed Environmental Site Investigation prepared in accordance with Council’s Policy – Management of Contaminated Lands. If remediation is required, a Remediation Action Plan (RAP) is to be prepared and submitted as part of any DA that seeks consent for remediation. Council may require a Site Audit Statement (SAS) (issued by a DECC Accredited Site Auditor) where remediation works have been undertaken to confirm that areas identified as contaminated land are suitable for the proposed use. The SAS shall be submitted prior to the issue of the Subdivision Certificate.	A Stage 1 and Stage 2 Detailed Site Investigation has been prepared, refer to Appendix N1-N4. These reports detail the extent of contamination on site as well as proposes a variety of recommendations and mitigation measures to remediate the site in a suitable manner.
(2) Where redevelopment is proposed on a site where the Council suspects that contamination may be present or for applications proposing a change of use to a more sensitive land use (eg. residential, education, public recreation facility etc), Council will require a Stage 1 Preliminary Environmental Site Contamination Investigation. Depending on the outcome of the Stage 1 investigation, a Stage 2 Environmental Site Investigation may also be required.	
(3) All investigations, reporting and identified remediation works must be in accordance with the protocols of Council’s Policy – Management of Contaminated Lands and the DECC’s Guidelines for Consultants Reporting on Contaminated Sites.	
6.9 – Odour	
(1) Development fronting Turner Road shall include mitigation measures within the design and layout of a building to overcome any odour impacts associated with the Poultry Farm located within the	N/A

Provision	Comment
<p>Smeaton Grange development (refer to the Level 1 Odour Impact Assessment for Turner Road Precinct prepared by Benbow Environmental dated March 2007 for the affected area). Mitigative measures may include:</p> <ul style="list-style-type: none"> • facing windows and doors of more sensitive uses away from the odour source, and • landscaping, including fences and tall vegetation. 	
<p>(2) Where an existing poultry farm is proposed to expand or a new poultry farm proposed within the precinct boundary, a Level 3 Odour Impact Assessment must be undertaken to verify the actual nuisance level of odour generated by the poultry farm. The assessment is to be undertaken in accordance with the EPA Draft Policy ‘Assessment and Management of Odour from Stationary Sources in NSW and Technical Notes’. Any Level 3 Odour Assessment must also consider the local terrain effects on odour behaviour for day and night-time periods and determine the suitable separation distance that the farm must be from sensitive development. For residential or sensitive use developments a 2.0 OU/m³ should be used as the criterion to determine the level of odour nuisance / impact.</p>	N/A
<p>(3) For industrial / employment developments, the emission of all air impurities is to be strictly controlled in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2002 and must not exceed the prescribed standard concentration and emission rates. Where no standard is prescribed by the regulation, the activity or operation of any plant must be carried out by such practicable means as may be necessary to prevent or minimise air pollution. A report prepared by a suitably qualified air quality expert may be requested by Council to be prepared prior to development consent being granted. Such a report is to detail the likely air emissions and impacts, methods for control and maintenance of equipment, to ensure compliance with the <i>Protection of the Environment Operations Act, 1997</i> and associated Regulations.</p>	Refer to Air Quality Assessment provided in Appendix L.
<p>(4) All Sewage Treatment Plants (STP) are to be surrounded by an odour buffer. The size of such buffer is to be determined by a suitably qualified air quality expert in conjunction with Sydney Water and Camden Council. Where there is a proposal to locate a STP in or near the precinct that includes associated odour buffer zones, all proposed residential development boundaries and sensitive land use developments must be located outside of the defined buffer zones of the STP. Sewage Pumping Stations (SPS) must be located a suitable distance away from residential development boundaries that includes sensitive land use developments preferably in areas of public open space</p>	N/A

Provision	Comment
Chapter 8.0 – Amenity and Environmental Management	
8.3 – Waste Management	
<p>(1) A Waste Management Plan is to be submitted with all DAs with the exception of single dwelling housing or superlot subdivision applications. The Plan is to address:</p> <ul style="list-style-type: none"> • how recycled material, rubbish and other waste generated by clearing, excavation and construction is to be stored and controlled, • the type and volume of water expected to be generated during construction, and • the method and location for the collection and disposal of waste. 	A Waste Management Plan is provided in Appendix R.

Site Specific DCP – Controls for the Turner Road Employment Area

Provision	Comment
3.0 – Development Controls	
3.1 – Land Uses	
(1) Development is to be undertaken generally in accordance with the preferred land use plan (Figure 67) subject to consistency with the objectives and development controls set out in this DCP.	The Proposal is consistent with industrial uses proposed within the land use plan.
(2) Active uses, such as showrooms and the like, that provide visual interest, should front Badgally Road and Camden Valley Way in the Business Development Lands. Bulky goods premises and roadside services are to be located generally along Badgally Road and Camden Valley Way as shown at Figure 67.	The site does not front Badgally Road or Camden Valley Way.
(3) Development adjacent to Camden Valley Way, in the Industrial Lands, should provide an active frontage to Camden Valley Way. Where an active frontage is not proposed, the development should be appropriately screened from Camden Valley Way.	
(4) A Local Service Hub is to be provided, in the form of a ‘main street type’ configuration, in the hub site that crosses Badgally Road as shown at Figure 67. This and the other hub sites are the preferred locations for local service retail such as banks, cafes, etc, as well as local businesses that serve the	N/A

Provision	Comment
employment area and local open space. Alternative uses of land in the hubs may be approved where it is demonstrated that the preferred uses will not be precluded from developing in these locations.	
(5) A total maximum of 2,500m ² of GLAR of retail premises is to be provided in the Business Development Lands. Of this maximum, no more than 1,250m ² is to be provided either to the north or south of Badgally Road.	N/A
3.2 – Subdivision	
(1) Lots sizes should be diverse to meet a range of different land uses. Irregular shaped allotments with narrow street frontages should be avoided, particularly where several of these are proposed in an adjoining manner.	N/A
(2) Subdivision applications for lots less than 2000m ² (excluding any access thereto) must include supporting plans and information that demonstrate that the site is capable of meeting all other relevant development controls.	N/A
(3) Lots should be orientated and aligned: (a) so that future buildings can face the street to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls; (b) to facilitate solar efficiency; and to encourage building design that has frontage to landscaped areas.	N/A
(4) Development applications for subdivision of land fronting a road that adjoins a riparian corridor or open space area (a perimeter road) shall facilitate development of a kind that: (a) will have an attractive frontage to the adjoining riparian corridor or open space land; (b) will have minimal adverse impacts on the environment or the amenity of surrounding land; and will provide opportunities for passive surveillance of the riparian corridor or open space land.	N/A
(5) Where a perimeter road is not shown on Figure 3, or where an alternative road layout is proposed that provides for lots directly adjacent to riparian corridors or open space land, development applications for subdivision of land shall facilitate development of a kind that: (a) will have an articulated and landscaped appearance when viewed from the adjoining riparian	N/A

Provision	Comment
<p>corridor or open space land; (b) will have minimal adverse impacts on the environment or the amenity of surrounding land; (c) will provide opportunities for pedestrian and cyclist connections between the open space and industrial land, where appropriate; and will provide opportunities for passive surveillance of the open space land, where possible.</p>	
<p>(6) Battle-axe shaped allotments should be avoided, and where they are proposed they must be designed in accordance with AS 2890.2.</p>	N/A
<p>(7) Where a Strata or Community Title subdivision is proposed, parking, landscaping, access areas and directory board signs shall be included as common property.</p>	N/A
<p>3.3 – Movement Network</p>	
<p>(1) The road network should be generally consistent with the Movement Network Plan located at Figure 68. Council may consider alternatives to this Plan where appropriate urban design outcomes can be demonstrated and the overall traffic function objectives of the network are maintained or improved.</p>	<p>The early works DA would result in changes to what was included in the Movement Network Plan with respect to the road network as it applies to the site.</p> <p>It is noted that the proposed road network seeks to connect with the existing roads (Central Hills Drive and White Cliffs Avenue) as well as the proposed eastern access road, which while inconsistent with what is shown in the DCP have been discussed and agreed upon with Council. For this reason, these changes are considered to be consistent with the vision and development objectives for the Precinct and not give rise to any adverse impacts while providing access to the riparian corridor associated with the RE1 zoned land.</p>
<p>(2) Roads in the employment area are to be provided in accordance with Section 3.1 of Part A (for Badgally Road) and Figure 69 of this part. Figure 69 provides the minimum dimensions for roads in the employment area (except for Badgally Road). Roads may need to be wider where traffic management facilities (e.g. median strips, roundabouts, etc) are determined to be required. This may particularly be determined to be required for the Employment Collector Roads shown in Figure 3. A traffic report shall be submitted with a development application for subdivision of the employment area demonstrating that the minimum road cross-section or an alternative road cross section is appropriate for each road. Where a traffic management facility in the form of a median strip is determined to be required, it shall be a minimum of 2.0m wide and may be raised or flush to the ground, or a combination of the two, to Council's satisfaction. The other components of the road cross-section are not to be reduced to accommodate the median. The traffic report shall also recommend</p>	<p>The proposed road network, which forms part of the early works DA, has been designed to integrate with the existing road network. Whilst inconsistent with the structure of the DCP, the proposed network presents additional benefits in the form of pedestrian and maintenance access for the riparian corridor.</p> <p>A Traffic and Access Report has been provided at Appendix H, which details that the proposed road network is appropriate in accommodating the proposed development.</p>

Provision	Comment
appropriate traffic management facilities at all intersections in the employment area. As a general rule, 4-way intersections shall be controlled by traffic signals or a roundabout, however other treatments may be considered by Council where it is demonstrated that the intersection will operate safely and efficiently.	
(3) A pedestrian and cycleway network (either on-street or in riparian corridors) is to be provided in accordance with Figure 68.	Pedestrians and cyclists would benefit from the proposed eastern access road providing access to the riparian corridor.
(4) All industrial roads are designed to accommodate buses; however, it is expected that future bus routes will be planned to use Badgally Road and the Industrial Collector Roads only.	As noted, buses are not planned to use the roads proposed rather utilising Badgally Road and Industrial Collector Roads.
(5) The road connection to Turner Road shall not be constructed until access is provided to the employment area from Camden Valley Way (via the proposed new connections shown in Figure 68) or Anderson Road (via additional potential connections to the south) and until the intersection of Camden Valley Way and Turner Road is upgraded or closed.	N/A
(6) Detention and treatment of stormwater runoff from industrial roads shall be addressed with development applications to subdivide the land.	Stormwater management proposed is discussed in Appendix O.
3.4 – Public Domain and Interface Areas	
(1) The streets in the employment area are to be designed and constructed to provide pedestrian safety, amenity and visual interest. A landscape theme of predominantly native species is preferred. However, Council may consider a theme that contains exotic elements for accent planting where appropriate. Footpaths are to be provided on both sides of streets and safe pedestrian crossings are to be provided at appropriate locations.	Landscaping will be provided along roads contributing to the areas amenity and visual interest. The landscaping proposed consists wholly of native species.
(2) Local open space within the employment area is to be designed and constructed to provide amenity to workers and visitors. Facilities such as seats, benches, bins and the like shall be provided along with public art where desired.	N/A
(3) The principles of Crime Prevention through Environmental Design (CPTED) and the Safer by Design (NSW Police) must be incorporated into the design of all development within the employment area.	CPTED principles have been incorporated into the design of the Proposal. This includes consideration of lighting and appropriate fencing.

Provision	Comment
<p>(4) The following provisions apply to development fronting the locations set out in Table 24 below.</p> <p>Riparian corridors and open space links</p> <p>The preferred development of land along the interface with a riparian corridor or open space link is as identified on Figures 2, 3 and 5 of this Part. Development shall be consistent with all relevant controls of this Part relating to subdivision, movement network, site planning, building design, employment operations, fencing, on-site landscaping and outdoor storage.</p> <p>Where lots directly adjoin riparian corridors or open space areas, the following controls will apply:</p> <p>(1) Development of land adjoining riparian corridors or open space land shall have a minimum setback to the boundary of the riparian corridor or open space land of 2.0m.</p> <p>(2) Building facades directly facing the riparian corridor or open space land shall be both structurally and visually articulated to avoid the appearance of unduly long unbroken walls. Structural articulation may consist of additional setbacks in the wall, side boundary setbacks or architectural building elements such as awnings or fin walls, or the like. Visual articulation may be achieved through the appropriate use of colours or building materials. A range of neutral colours are preferred with darker tones at the base of buildings and lighter tones above. Simple patterns that provide visual interest are preferred.</p> <p>(3) Landscaping of the setback area is required for further articulation of the façade. Landscape plans shall be submitted with development applications for the erection of buildings on individual lots demonstrating how the proposed landscaping complements and softens the building bulk. Landscaping should be native and low maintenance. Access to the setback area is to be provided for maintenance purposes. No external storage is allowed in the setback area.</p> <p>(4) A 2m maintenance easement will be required to be provided in the adjoining riparian corridor or open space land to ensure maintenance access is provided.</p>	<p>The proposed development adjoining the riparian corridor is consistent with the objectives of the Turner Road DCP, being directly adjoined by industrial development as well as a roadway.</p> <p>Building design, landscaping and setbacks on the Site have been developed to be congruent with the riparian corridor as discussed in Chapter 3 of the EIS.</p>

Provision	Comment
<p>(5) The rear boundary must be fenced with dark-coloured, open style fencing to a maximum height of 2.1 metres from ground level. Consistent fencing along the riparian corridor or open space land is required.</p> <p>(6) Where side setbacks are proposed, an acoustic wall shall be provided within the setback area.</p> <p>(7) Where possible, openings shall be provided in facades fronting riparian corridors or open space areas to provide passive surveillance of the open space land.</p> <p>(8) Where appropriate, pedestrian and cyclist connections between the open space land and the industrial land shall be facilitated. Such connections shall be designed having regard to principles of accessibility and safety and minimising environmental and amenity impacts.</p> <p>Turner Road</p> <p>Development along the Turner Road interface should:</p> <p>(1) Include a landscaped setback of at least 5m.</p> <p>(2) Retain and incorporate existing vegetation where possible.</p> <p>(3) Minimise the number, size and extent of signage.</p> <p>(4) Be consistent with the setback controls at Section 3.5.</p>	
<p>3.5 – Site Planning</p>	
<p>(1) Development is to be consistent with the front setbacks shown at Figure 70. Lesser setbacks than those shown on Figure 5 may be considered on merit having regard to the overall site layout, building form and design, landscaping, streetscape elements, signage proposals, etc. Proposals for lesser setbacks must address these and other relevant matters to the Council's satisfaction.</p>	<p>Building setbacks provided exceed those shown in Figure 70.</p>
<p>(2) Front setback areas are to be landscaped and not dominated by parking areas or loading facilities. Where parking is proposed forward of the building line the parking area is to be broken up with</p>	<p>Parking and loading facilities are not located within the front setback and have been broken up with landscaping – refer to Appendix E.</p>

Provision	Comment
landscaping and designed to provide convenient, safe and comfortable pedestrian access to the building entrance.	
(3) Where a zero setback is identified within a hub on Figure 5, such setback is only permitted for development proposing an active frontage. Blank walls will not be permitted on a zero lot line in a hub. Where a blank wall is proposed to address the street, it shall have a landscaped setback of no less than 3m.	N/A
(4) Each development site in the employment area is to be designed to provide on- site stormwater detention designed to minimise the impacts of stormwater run-off on adjoining riparian corridors and to demonstrate compliance with Table 10 of Part A of this DCP.	On-site stormwater detention has been included in the Proposal and is outlined in Appendix O.
3.6 – Building design	
(1) The scale and massing of buildings should reinforce the desired urban design character of the precinct. Building scale and massing should be generally consistent within a streetscape. Larger scale buildings and or building elements should be used to signify prominent corners, activity nodes and the like.	The design has carefully considered the existing urban character of the precinct. The visual analysis and impact assessment has also assessed the scale and massing of the building from key viewpoints as discussed in Section 6.1.
(2) The office component of any development is to be incorporated into the overall design of the building, and located generally along the primary street frontage.	The office component of the building is integrated at the rear of the data centre located closer to the entrance/exit point to the Site.
(3) Key sites (Figure 70) are to include ‘gateway buildings’ which signify the entrances to the employment area. The built form and architecture of development is to enhance its location and positively respond to and emphasise the street corner.	N/A
(4) Facades (visible from the public domain) are to include high proportions of glazing and be articulated using architectural elements such as the use of projecting upper stories over building entries, upper storey display windows and the like.	<p>The design principles for the Proposal have been drawn from the Government Architect NSW Better Placed- an integrated design policy for New South Wales. Detailed responses to how the Proposal aligns with each of the objectives from Better Placed is provided in Appendix X (Design Report) with a summary of the key design responses provided below.</p> <p>The buildings are thoughtfully designed to engage with the street and other public areas, featuring quality landscaping along all street frontages. This includes a well-considered</p>

Provision	Comment
	<p>landscape setback from Turner Road, establishing a high standard of character and design providing a landscape buffer from Turner Road and natural screening.</p> <p>Given its proximity to the RE1 zone and associated riparian corridor, the building materials and colour palette have been carefully selected to blend seamlessly with the natural surroundings. The building façade features a mix of grey and green painted concrete, creating a dynamic and articulated appearance along Turner Road. Vertical fins and extruded sections on the front façade further emphasise its articulation. The glazed staircases on the eastern side provide a focal point along the eastern access road, adding an additional design feature when illuminated.</p>
(5) Blank building facades facing the primary street frontage are not permitted.	As noted above, articulated finishes would be provided.
(6) Glazing shall not exceed 20% reflectivity.	Glazing proposed does not exceed 20% reflectivity.
(7) The use of metal cladding is discouraged on front elevations, unless it can be satisfactorily demonstrated that it forms part of an architectural design solution in association with masonry, glass and other high quality materials.	N/A - Metal cladding has not been used.
(8) Materials that are likely to contribute to poor internal air quality, such as those generating formaldehyde or those that may create a breathing hazard in the case of fire (e.g. polyurethane), should be avoided.	Materials used within the internals of the building will avoid these materials where possible.
<p>(9) Within the Business Development Lands, building design (visible from the public domain) is to include:</p> <p>(a) effective sun-shading for west facing windows,</p> <p>(b) articulated roof forms,</p> <p>(c) emphasis of customer entries, and</p> <p>(d) the use of high quality materials and finishes.</p>	N/A – the Site is not located within Business Development Lands.

Provision	Comment
(10) Where concrete roofs are proposed for the purpose of additional parking, parapeted edge conditions are preferred, with appropriate screening provided to conceal roof top car parking.	N/A
(11) Rooftop structures (including plant rooms, air conditioning and ventilation systems), where visible from the public domain, are to be incorporated into the design of the building to create an integrated appearance.	Rooftop structures including plant and equipment have been integrated in to the design of the building sitting behind a parapet.
3.7 - Employment Operations	
(1) Access, parking & loading is to be in accordance with Part D, Chapter 1 of Camden DCP 2006.	Access, parking and loading provisions are discussed in Section 3.4 of the EIS and Appendix H (Traffic and Transport Assessment Report).
(2) Development applications for employment developments, particularly where fronting a perimeter road, must provide the following details: (a) proposed hours of operation; (b) number and timing of deliveries expected per day; (c) nature and frequency of heavy vehicles expected to access the premises; (d) nature of machinery proposed to be operated at the premises, including noise levels generated and noise attenuation measures proposed to be implemented; and (e) proposed locations of external light sources and the extent of light spillage outside of the subject property.	N/A
3.8 - Fencing	
(1) Where fencing is required for safety or security reasons to be forward of the building line, it should be of a standard and style that does not detract from the landscaping and main building facades. Details of fencing are to be provided at the development application/complying development certificate stage.	As discussed in Section 3.5, the Proposal includes security fencing around the development. Given the nature of the operations of the data centre the design of the fencing will prioritise security to protect the sensitive operations within the facility. At the same time, fencing and

Provision	Comment
(2) Fencing must be sited so it does not impede sight lines for drivers.	landscaping has been carefully designed to consider the visual impact of the fencing and integrate it into the overall site design to minimise disruption to the surrounding landscape.
(3) Fencing must be either open-style or consistent with the building style. Open-style fencing shall be designed to ensure its materials and colours blend into the landscape and allow visual access.	
(4) Pre-painted solid, metal fencing is to be avoided where visible from the public domain.	
(5) Fencing along street boundaries must not exceed a height greater than 2.1m, measured from ground level (finished).	
(6) Fencing is to be setback at least 1m from the street with low landscaping provided in front.	
(7) Decorative and solid masonry fences are permitted along the primary street frontage to a maximum height of 1 metre. Open style fencing is permitted atop the masonry fence.	
(8) Gates are to be consistent with the adjacent style of fencing and must be designed to open inwards.	
3.9 – On Site Landscaping	
(1) Front setbacks areas are to be landscaped. Where parking is forward of the building line, a minimum 2m wide landscape strip shall be provided along the frontage.	As discussed in Section 3.2.3 of the EIS, landscaped areas would be installed around the data centre as shown in Appendix E (Landscape Plan). The plan describes the landscape and planting strategy that has been developed in accordance with the Turner Road Precinct DCP and Greener Places Principles. Landscape areas on site will include native planting as well as locally endemic species.
(2) Native plant species are to be utilised in all landscaped areas where possible. Low water usage plants are preferred.	
(3) A concept landscape plan is to be submitted with a Development Application, where required.	