

# Moorebank Precinct East Stage 2 Proposal Response to Submissions

## Appendix J: Liverpool DCP Compliance Table



**SIMTA**

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant  
Development

## LIVERPOOL DEVELOPMENT CONTROL PLAN 2008

The Liverpool Development Control Plan 2008 (the Liverpool DCP) provides the more detailed development controls that generally apply to the Liverpool Local Government Area (LGA). In addition to the general provisions within Parts 1.1 and 1.2, Part 2.4 includes a range of site-specific provisions that have been developed for the Moorebank Defence Lands, which includes the majority of the Proposal site; and Part 7, which is applicable to IN1 General Industrial zoned land under the Liverpool LEP (the primary zone across the site). Under Clause 11 of SEPP (State and Regional Development) 2011, DCPs developed under LEPs, are not applicable to State Significant Development (SSD). Notwithstanding this, an assessment of the Amended Proposal in consideration of the Liverpool DCP has been provided below to respond to Liverpool City Council's submission on Stage 2 of the MPE Project.

A summary of the key considerations within the DCP as they relate to the Amended Proposal is provided below:

- Deliver a warehousing and distribution facility which would act as a keystone for attracting industrial and business development to the Moorebank Defence Lands and industrially zoned areas
- Attract land uses which would complement, and not compete with, the employment role of the Liverpool CBD
- Provide a concentrated freight and logistics employment hub, which would provide key employment opportunities for the surrounding residential community, and accordingly promote close-to-home work opportunities
- Include travel demand measures to promote employee use of public transport and alternative travel modes such as bicycle or walking
- Locate uses across the site in a manner that responds to the needs of surrounding land uses and accommodates mitigation measures such as landscaping, water sensitive urban design (WSUD) and flood mitigation
- Provide high quality landscaping that establishes an attractive streetscape character, provides consistency with surrounding biodiversity values and reduces the visual impact of industrial buildings and car parking areas
- Commit to employing Ecologically Sustainable Development (ESD) principles in the design and development of the warehousing and distribution facilities.

Further detail of compliance is provided in Table 1.

While not applicable, the Amended Proposal is considered generally compliant with the requirements of the DCP as detailed below. In addition, urban design principles were developed primarily in accordance with the DCP for the MPE Project (as approved under the MPE Concept Approval).

Table 1 Compliance with Liverpool DCP conditions

DCP Condition summary		Applicability to the Amended Proposal	Conformance
<b>Liverpool DCP Part 1 – General controls</b>			
2. Tree Preservation	<p>Applies to perennial plants with:</p> <ul style="list-style-type: none"> <li>▪ Height greater than 3.5m and/or</li> <li>▪ Canopy spread of greater than 4m and/or</li> <li>▪ Primary trunk diameter greater than 400mm when measured 1m above the existing ground level of the tree.</li> </ul> <p>Any proposal to prune or remove a tree located on private property requires development consent from Council.</p>	<p>Removal of planted and existing vegetation on the Amended Proposal site is required for the Amended Proposal. Development consent is sought (under Part 4, Division 4.1 of the EP&amp;A Act) for removal of vegetation within the construction footprint (refer Section 6 of this Rts).</p>	<p>Yes – Vegetation would not be cleared without development consent.</p>
3. Landscaping and Incorporation of Existing Trees	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ Trees are to be retained, particularly within setbacks and in riparian areas</li> <li>▪ Trees to be retained are to be protected during construction</li> <li>▪ An arborist report with tree protection zones (TPZs) should accompany the development application and prepared by a suitably qualified person</li> </ul> <p>Section 3.4 – Landscaping controls:</p> <ul style="list-style-type: none"> <li>▪ Landscape planting should be principally comprised of native species to provide an integrated streetscape appearance.</li> <li>▪ The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers.</li> <li>▪ All topsoil used shall be sourced from a recognised commercial topsoil supplier. Site topsoil will only be considered suitable where the material has a high organic content.</li> </ul>	<p>Works for the Amended Proposal would not occur within the Riparian Zone.</p> <p>It is anticipated that all necessary vegetation would be removed from the construction footprint.</p> <p>The Landscape Plans propose a landscaped setback, removal of existing trees and revegetation, along Moorebank Avenue which is consistent with the MPE Concept Approval (MP 10_0193).</p> <p>The landscape plans and design specifications align with the DCP as far as practicable, including the species selection. Proposed plant species have been selected for their site-suitability with many species selected from Liverpool City Council's recommended plant list.</p>	<p>Yes</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
<p>4. Bushland and Fauna Habitat Preservation</p>	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ Applicable to E3 zoned land and land that is adjacent to bushland.</li> <li>▪ Clearing of bushland in association with any development shall be limited to the extent necessary to facilitate the safe and orderly use of the land.</li> <li>▪ Where bushfire management measures are required that involve clearance or alteration to bushland, details of proposed measures shall be submitted.</li> <li>▪ Any imported soils and/or mulches used shall be purchased from an appropriate supplier and be free of contaminants, seeds, propagules of weeds and undesirable species. Mulch shall not be used on flood liable land and/or areas where it is likely to be washed away.</li> <li>▪ Any proposed re-vegetation shall: <ul style="list-style-type: none"> <li>– Augment remaining bushland</li> <li>– Consist predominately of species which occur naturally on the site or are of local provenance</li> <li>– Reflect the structure of natural bushland.</li> </ul> </li> <li>▪ Any proposed re-vegetation, seed collection and weed removal to be undertaken as part of the implementation of the approved vegetation management plan shall be undertaken by an appropriately qualified and licensed bushland restoration contractor.</li> </ul>	<p>The Amended Proposal would not encroach on land zoned E3, but would be undertaken on land adjacent to bushland. Impacts on bushland have been considered within the BAR (refer Appendix O of this EIS) and mitigation measures including offsetting as part of the Amended Proposal have been proposed.</p> <p>The fill selected to be imported to Proposal site would be accompanied with relevant waste classification certificates verifying that it is VENM/ENM and suitable for use as clean fill on the site.</p> <p>Further information regarding the fill importation procedure to ensure it of suitable quality and free from contamination is provided in the Principles of Stockpile Management Protocol (refer to Appendix H of this RtS).</p>	<p>Yes</p>
<p>5. Bush Fire Risk</p>	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ All development shall comply with provisions of the <i>Rural Fires and Assessment Act 2002</i> and <i>Planning for Bushfire Protection 2006</i>.</li> <li>▪ Asset Protection Zones (APZ) shall be provided within the boundary of the land on which a development is proposed but may include public streets located between the land and bushland.</li> <li>▪ APZs shall not be located on land in the E1, E2 or E3 zones, particularly where altering these lands to create an APZ may conflict with the LEP objectives.</li> <li>▪ APZs may be landscaped with native grassland species that occur naturally on the site or on surrounding lands.</li> <li>▪ Development applications relating to land identified on the Bushfire Prone Land Map shall be accompanied by a bushfire hazard assessment report prepared by a suitably qualified professional.</li> <li>▪ Guidelines for hazard reduction include:</li> </ul>	<p>A Bushfire Hazard Assessment was undertaken for the Proposal, refer Section 20.2 and Appendix U of the EIS.</p> <p>This assessment concluded that the Proposal complies with the aims and objectives of <i>Planning for Bushfire Protection 2006</i>, including the requirements for APZs.</p> <p>The amendments to the Proposal would not alter the bushfire risks presented in the MPE Stage 2 EIS.</p>	<p>Yes</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance
<ul style="list-style-type: none"> <li>- As far as possible, the frequency, time of year and intensity of any hazard reduction burning in native vegetation is to approximate the natural regime</li> <li>- Periodic weed monitoring and control shall be undertaken after bushfires and hazard reduction burning, and appropriate action taken as necessary</li> <li>- All APZs shall be provided within the boundary of the subject land. National Parks, Crown Reserves, water catchments, easements, Council managed reserves and riparian corridors shall not be considered as part of Asset Protection Zones.</li> </ul>		
<p>6. Water Cycle Management</p> <p>Applies to all development where there is an increase in impervious surfaces.</p> <p>Controls include:</p> <p>6.2 Gravity drainage to a creek system</p> <ul style="list-style-type: none"> <li>▪ All buildings shall be setback a minimum of 40 m from the top of the bank of a creek or river, subject limitations imposed by flooding or Foreshore Building Lines.</li> <li>▪ All outlet structures discharging to a creek system shall provide scour protection and energy dissipaters.</li> </ul> <p>6.3 Gross Pollutant Traps (GPTs)</p> <ul style="list-style-type: none"> <li>▪ Minimum of one GPT shall be required between the last downstream stormwater pit or pollution source and prior to discharge from the site; on industrially zoned land</li> <li>▪ GPTs shall not be located within the banks of watercourses or within riparian zones</li> <li>▪ Details of the proposed gross pollutant trapping system, performance and compliance with Council's drainage design specifications shall be included in the Stormwater Drainage Concept Plan.</li> </ul> <p>6.4 Stormwater quality</p> <p>The post development water quality shall be reduced to the following targets when compared to pre-development water quality:</p> <ul style="list-style-type: none"> <li>▪ 45% reduction in the mean annual load of total nitrogen</li> <li>▪ 45% reduction in the mean annual load of total phosphorus</li> <li>▪ 80% reduction in the mean annual load of total suspended solids.</li> </ul>	<p>The stormwater management strategy for the Amended Proposal, refer Appendix P of the EIS and Appendix E of this RtS, includes the provision of scour protection and energy dissipaters at the proposed outlets.</p> <p>The stormwater strategy also includes the provision of GPTs, rain gardens and other Water Sensitive Urban Design (WSUD) measures to improve stormwater quality, prior to discharge from the site. Post development water quality would meet Neutral or Beneficial Effect (ie. 'maintain or improve existing water quality' as required by the SEARs) targets which are more stringent than those specified in the DCP.</p>	<p>Complies (Pending detailed design)</p>

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<p>7. Development near a Watercourse</p>	<ul style="list-style-type: none"> <li>▪ Applicable to development in E3 zoning and works in or near a waterway (i.e. within 40m)</li> <li>▪ If any works are proposed near a water course, the <i>Water Management Act 2000</i> may apply, and you may be required to seek controlled activity approval from the NSW Office of Water</li> </ul>	<p>Controlled activity approval under the WMA is not required for SSD applications. Consideration has been given to the objectives of the WMA and mitigation of impacts on hydrology, as discussed in Section 12 of the EIS.</p>	<p>Yes</p>
<p>8. Erosion and Sediment Control</p>	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ The development application shall be accompanied by a Soil and Water Management Plan (SWMP) prepared in accordance with the Blue Book.</li> </ul> <p>8.1 Sediment basins:</p> <ul style="list-style-type: none"> <li>▪ A Sediment Basin shall not be located within core riparian areas, land in public ownership or land that is intended to be transferred to public ownership</li> <li>▪ A Sediment Basin shall have no substantial impact on a natural water body or wetland</li> <li>▪ A Sediment Basin shall be designed and managed to prevent the establishment of native fauna within the basin</li> <li>▪ Any approval for the installation of a temporary basin must include approval for removal of that basin and site remediation</li> <li>▪ Any approval for the installation of a temporary sediment basin must include a plan outlining actions to be undertaken for removal of the basin and a timeline for its removal</li> <li>▪ Suitable fencing shall be installed and maintained to prevent persons from gaining access to the basin.</li> </ul>	<p>A Soil and Water Management Plan (SWMP) would be implemented for the construction of the Amended Proposal as part of the CEMP. The SWMP would be developed in accordance with the principles and requirements of the 'Blue Book',</p> <p>Sediment basin locations for construction of the Amended Proposal are included in the Revised Stormwater and Drainage Design Drawings, refer Appendix F of this RtS. The location and design of these basins are in keeping with the DCP conditions regarding sediment basins (refer Section 7 and Appendix F of this RtS).</p>	<p>Yes</p>
<p>9. Flooding Risk</p>	<p>Applicable to land at or below the flood planning level.</p> <p>Applicable development controls include:</p> <ul style="list-style-type: none"> <li>▪ Floor Level: <ul style="list-style-type: none"> <li>– 4 - The level of Non-habitable and general Industrial floor areas to be as high as practical but not less than the 2% AEP flood. Where this is impractical for single lot developments within an existing developed area, the floor shall be as high as practical but no less than the 5% AEP flood.</li> <li>– 8 - Habitable and general commercial floor levels to be as high as practical but no lower than the 1% AEP flood plus 500mm freeboard unless justified by site specific assessment.</li> </ul> </li> </ul>	<p>This condition is applicable to a portion of the site to south east, which is mapped as below the flood planning level (above the 1% AEP but below the PMF).</p> <p>This portion of the Amended Proposal site is located within the Anzac Creek floodplain, is a low flood risk category and is a commercial /industrial development. The following points relate to compliance of relevant DCP flood risk conditions:</p> <ul style="list-style-type: none"> <li>• Conditions regarding floor level, building components, structural soundness, car parking, driveway access, management</li> </ul>	<p>Floor Level: Pending design development</p> <p>Building Components: Pending design development</p> <p>Structural soundness: Pending design development</p>

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<ul style="list-style-type: none"> <li>- 15 - A restriction is to be placed on the title of the land, pursuant to S.88B of the <i>Conveyancing Act</i>, where the lowest habitable floor area is elevated more than 1.5m above finished ground level, confirming that the undercroft area is not to be enclosed.</li> <li>▪ Building components: <ul style="list-style-type: none"> <li>- 2 - All structures to have flood compatible building components below the 1% AEP flood level plus 500mm freeboard.</li> </ul> </li> <li>▪ Structural soundness: <ul style="list-style-type: none"> <li>- 3 - Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 1% AEP flood plus 500mm freeboard.</li> </ul> </li> <li>▪ Flood effects: <ul style="list-style-type: none"> <li>- 2 - The flood impact of the development to be considered to ensure that the development will not increase flood effects elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels and velocities caused by alterations to the flood conveyance; and (iii) the cumulative impact of multiple potential developments in the floodplain. An engineer's report may be required.</li> <li>- 4 - A floodway or boundary of significant flow may have been identified in this catchment. This area is the major conveyance area for floodwaters through the floodplain and any structures placed within it are likely to have a significant impact on flood behaviour. Within this area no structures other than concessional development, open type structures or small non-habitable structures (not more than 30sqm) to support agricultural uses will normally be permitted. Development outside the Boundary of Significant flow may still increase flood effects elsewhere and therefore be unacceptable</li> <li>- 5 - Any filling within the 1% AEP flood will normally be considered unacceptable unless compensatory excavation is provided to ensure that there is no net loss of floodplain storage volume below the 1% AEP flood.</li> </ul> </li> <li>▪ Car parking and driveway access: <ul style="list-style-type: none"> <li>- 2 - The minimum surface level of a car parking space, which is not enclosed (e.g. open car parking space or carport) shall be as high as practical, but no lower than the 5% AEP flood level or the level of the crest of the road at the highest point were the site can be accessed. In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 5% AEP flood.</li> <li>- 3 - Garages capable of accommodating more than 3 vehicles on land zoned for urban purposes, or basement car parking, must be protected from inundation by floods equal to or greater than the 1% AEP flood plus 0.1m freeboard.</li> </ul> </li> </ul>	<p>and design would be considered further during design development, with the intention to align with the DCP.</p> <ul style="list-style-type: none"> <li>• Conditions regarding flood effects are consistent with the Amended Proposal design (Appendix F of this RtS).</li> <li>• The Amended Proposal site is located within upper catchment areas and, as recognised in the NSW Floodplain Management Manual (April 2005, Section L6.2), there would be little, if any, available warning time for people to undertake action. As such, on-site refuge is to be provided within the Amended Proposal site (above PMF flood levels) until hazardous flows have subsided and safe evacuation is possible. Further detail regarding the Flood Emergency Response Plans (FERP) to be prepared for the site is outlined in Section 4.4 of the MPE Stage 2 Flooding and Stormwater Assessment (refer to Appendix P of the EIS).</li> </ul>	<p>Flood Effects: Yes</p> <p>Car parking and driveway access: Pending design development</p> <p>Evacuation: No</p> <p>Management and Design: Pending design development.</p>

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<ul style="list-style-type: none"> <li>- 6 - The level of the driveway providing access between the road and car parking space shall be no lower than 0.3mbelow the 1% AEP flood or such that depth of inundation during a 1% AEP flood is not greater than either the depth at the road or the depth at the car parking space. A lesser standard may be accepted for single detached dwelling houses where it can be demonstrated that risk to human life would not be compromised.</li> <li>- 7 - Basement car parking or car parking areas accommodating more than 3 vehicles (other than on Rural zoned land) with a floor level below the 5% AEP flood or more than 0.8m below the 1% AEP flood level; shall have adequate warning systems, signage and exits.</li> <li>- 8 - Barriers to be provided to prevent floating vehicles leaving a site during a 1% AEP flood.</li> <li>▪ Evacuation: <ul style="list-style-type: none"> <li>- 4 or 9 - Reliable access for pedestrians or vehicles required during a 1% AEP flood to a publicly accessible location above the PMF <b>OR</b> Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon the SES or other authorised emergency services personnel.</li> <li>- 6 - The development is to be consistent with any relevant flood evacuation strategy or similar plan.</li> </ul> </li> <li>▪ Management and Design: <ul style="list-style-type: none"> <li>- 2 - Site Emergency Response Flood Plan required where floor levels are below the design floor level, (except for single dwelling-houses).</li> <li>- 3 - Applicant to demonstrate that area is available to store goods above the 1% AEP flood level plus 500mmfreeboard.</li> <li>- 5 - No storage of materials below the design floor level which may cause pollution or be potentially hazardous during any flood.</li> </ul> </li> </ul>			
10. Contaminated Land Risk	Applicable to former Defence sites / land uses.	This condition is applicable to the Amended Proposal site as it is a former Defence site. A Site Audit Statement (SAS) and Site Audit Report developed by JBS&G in September 2016 certified that the site was suitable for commercial/industrial use and that further contamination investigations (i.e. a Phase 2 contamination assessment) were not required.	Yes

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<p>11. Salinity Risk</p>	<p>This condition is applicable to areas coloured yellow, orange or red on State Government issued salinity potential maps:  <a href="http://www.environment.nsw.gov.au/resources/salinity/salinitypotentialinwesternsydney2002.pdf">http://www.environment.nsw.gov.au/resources/salinity/salinitypotentialinwesternsydney2002.pdf</a></p> <p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ Management strategies for salinity shall be developed in accordance with the approved Guidelines</li> <li>▪ For developments involving the construction or removal of dams, artificial wetlands or stormwater retention ponds, WSUD principles shall be applied</li> <li>▪ Development shall have minimal impact on the water table</li> <li>▪ For areas with a moderate to high salinity potential, development shall demonstrate no net increase in hydrologic load or water inputs and shall maintain the natural water balance.</li> </ul>	<p>The Amended Proposal site is an area of moderate salinity potential and the development would involve salinity risk activities. Salinity management would be included in the Erosion and Sediment Control Plan to be developed for the Amended Proposal site (refer Section 8 of this RtS).</p> <p>WSUD measures have been adopted for the Amended Proposal, including the installation of gross pollutant traps (GPTs) and rain gardens and take into consideration the potential for salinity on the site.</p> <p>Groundwater at the Amended Proposal site is expected to be present at more than 4m below the existing ground surface level and is unlikely to be impacted during construction or operation of the Amended Proposal. Additionally, as discussed in the Stormwater and Flooding Report (refer Appendix P of the EIS and as amended in Appendix F of this RtS), the Amended Proposal site will be raised to achieve the required gradient for drainage of the site, further minimising the potential for impact on the groundwater table.</p>	<p>Yes</p>
<p>12. Acid Sulfate Soils (ASS)</p>	<p>Applies to any development that is located in an area identified as having an acid sulfate soil potential within the <i>Liverpool LEP 2008</i>.</p>	<p>The Amended Proposal does not require works on land mapped as containing Acid Sulfate soils.</p>	<p>N/A</p>
<p>13. Weeds</p>	<p>Where the site analysis identifies noxious weeds on the site, a Weed Management Strategy (WMS) shall be submitted with any development application. A WMS shall be prepared by a suitably qualified professional.</p>	<p>The BAR (refer to Appendix O of the EIS) did not identify the presence of noxious weeds on the Amended Proposal site. Consequently, a Weed Management Strategy is not required for the Amended Proposal.</p>	<p>Yes</p>

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<p>14. Demolition of Existing Developments</p>	<p>This section applies to development which involves the demolition of an existing building.</p> <p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ All demolition work must comply with the Australian Standard AS2601 - 1991, The Demolition of Structures.</li> <li>▪ Demolition must not be conducted in high winds to ensure dust does not spread beyond the site boundaries</li> <li>▪ A Waste Management Plan (WMP) is to be submitted with the Development Application. The WMP must include volume or area estimates and information about reuse, recycling and disposal options for all types of waste produced onsite, including excavation materials. The waste management plan together with proof of lawful disposal for all waste that is disposed of, or otherwise recycled from the site must be retained on site.</li> </ul>	<p>The Amended Proposal would require the demolition of existing buildings and structures on the site. As outlined in Section 14.5 of the EIS demolition would be undertaken in accordance with Australian Standard AS2601 – 1991.</p> <p>Measures to manage environmental impacts during construction (including dust) would be included in the CEMP developed for the Amended Proposal.</p> <p>The CEMP for the Amended Proposal would include measures to mitigate the effect of the construction waste streams (refer to Section 20.1 of the EIS and Section 8 of this RtS).</p>	<p>Yes</p>
<p>16. Aboriginal Archaeology</p>	<p>This condition is applicable to land Aboriginal sites, places or relics have been previously identified.</p> <p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ An Aboriginal Heritage Impact Assessment (AHIA) must be prepared in accordance with the NSW Department of Environment and Climate Change Draft Guidelines for Aboriginal Heritage Impact Assessment.</li> </ul>	<p>An Aboriginal Heritage Impact Assessment was prepared for the Amended Proposal (refer to Appendix S of the EIS).</p> <p>It is highly unlikely that intact unidentified archaeological deposits will occur in the area or be unearthed as a result of the construction activities. There were no areas of potential archaeological deposits (PAD) identified within the Amended Proposal site and overall the site is considered to have low to nil potential to contain intact archaeological deposits. The Amended Proposal would not impact any areas of archaeological potential or any Aboriginal sites of high, moderate or unknown archaeological and cultural significance.</p>	<p>Yes</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
17. Heritage and Archaeological Sites	<p>Where a proposal involves a heritage item, it will be necessary to lodge a Statement of Heritage Impact</p>	<p>A Non-Aboriginal Heritage Impact Assessment was prepared for the Amended Proposal, refer to Appendix T of the EIS.</p> <p>The assessment identified impacts including:</p> <ul style="list-style-type: none"> <li>• The removal of all heritage values from the former DNSDC site and the loss of its heritage significance.</li> <li>• Impacts to curtilage of items of adjacent sites.</li> <li>• Some cumulative visual impacts.</li> </ul> <p>A number of mitigation measures have been proposed to manage the impact of the Amended Proposal on items of non-indigenous heritage significance.</p>	Yes
20. Car Parking and Access	<p>Applies to development that generates the need for car parking.</p> <p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ The layout of a car parking area shall consider the entire facility, including car parking modules, landscaping, circulation aisles and roadways, access driveways</li> <li>▪ Disabled Car Parking Provision = 1 per 100 spaces in industrial land use</li> <li>▪ Car Parking Design: <ul style="list-style-type: none"> <li>– Tenant, employee and commuter car parking, dimensions of 2.4m X 5.4m X 6.2m</li> </ul> </li> <li>▪ Transport Impact: <ul style="list-style-type: none"> <li>– A Transport Management Plan shall be submitted with the development application</li> <li>– A Construction Transport Plan may also be required where it is likely that the construction phase of a development will have a significant impact on traffic movement in the locality</li> </ul> </li> <li>▪ Off-Street -Car Parking Provision other than Liverpool City Centre <ul style="list-style-type: none"> <li>– 1 space per 75sqm factory/warehouse LFA or 1 space per 2 employees, whichever is the greater.</li> </ul> </li> </ul>	<p>Car parking would be provided within the Amended Proposal site for the operational workforce and visitors. In addition, internal roads within the Amended Proposal site would enable heavy and light vehicle movements around the warehousing area. Car parking would also be provided for each warehouse at a ratio of 1:300 per GFA of warehousing, 1:40 per GFA for offices.</p> <p>The number of disabled parking spaces would be confirmed during design development.</p> <p>Car parking spaces have been calculated based on projected staffing numbers and take into account overlap for change of shift. A parking analysis was undertaken that compared the required parking provisions using the LCC parking rates, the Roads and Maritime Services (RMS) parking rates and a first principles approach based on employee numbers. The analysis showed that the car parking provision using the RMS parking</p>	<p>No.</p> <p>However, the Amended Proposal complies with the RMS requirement of 1 car park per 300 GFA for warehousing.</p>

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	<p>rates were more in line with the car parking provision estimated using the first principles approach, and were therefore adopted for the Amended Proposal.</p> <p>During construction, traffic movements would be managed through a Construction Traffic Management Plan implemented through the Construction Environmental Management Plan (CEMP) prepared for the Amended Proposal.</p>		
<p>21. Subdivision of Land and Buildings</p>	<p>This section applies to development which involves subdivision of land or buildings. Subdivision works shall be carried out in accordance the Council Subdivision Specification.</p> <ul style="list-style-type: none"> <li>▪ Road Widths <ul style="list-style-type: none"> <li>– All new streets shall be a minimum 20m wide.</li> </ul> </li> <li>▪ IN1 Zone <ul style="list-style-type: none"> <li>– The minimum frontage for new lots along Moorebank Avenue shall be 65m.</li> </ul> </li> <li>▪ Road works <ul style="list-style-type: none"> <li>– Development involving the creation of new streets in Industrial and Business Zones will be required to provide fully serviced subdivisions including the provision of a sealed road system with drainage, and kerb and gutter, to adequately and safely provide both vehicular and pedestrian access to each allotment.</li> <li>– Development in established areas shall meet the full cost of kerb and guttering across all existing street frontages of any development/subdivision except where direct vehicular access is restricted.</li> <li>– Streets adjoining a public reserve shall provide kerb and gutter to adequately and safely provide both vehicular and pedestrian access. Footpaths may also be required.</li> </ul> </li> <li>▪ Street Lighting <ul style="list-style-type: none"> <li>– Provide Street lighting to AS1158</li> </ul> </li> <li>▪ Pavement for heavy traffic <ul style="list-style-type: none"> <li>– Engineering Road Design and Pavement Design will need to provide for heavy traffic conditions as specified by Council.</li> </ul> </li> <li>▪ Water and Sewerage</li> </ul>	<p>The Amended Proposal does not include the provision of new public streets. However, an internal road network would be provided. This network would be designed in accordance with relevant Austroads and RMS standards.</p> <p>A draft plan of subdivision is provided in Appendix I of the EIS. Lots along Moorebank Avenue would have frontages greater than 65 metres.</p> <p>As described in Section 4 of the EIS, internal roads and pedestrian facilities servicing the Amended Proposal and Moorebank Avenue would be provided.</p> <p>Lighting for the Amended proposal would be provided in accordance with Australian Standard AS / NZS 1158: Lighting for roads and public spaces.</p> <p>Road Design and Pavement Design for the Amended Proposal has been undertaken in accordance with Austroads and RMS standards.</p> <p>Connections to utilities for the Amended Proposal would be provided in accordance with the Utilities Strategy Report (Appendix F of the EIS). This would include the provision</p>	<p>Yes</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance
<ul style="list-style-type: none"> <li>– New development will be required to extend augment and meet the full cost of water and sewerage reticulations, as arranged with Sydney Water within developments / subdivisions plus the cost of connecting to existing services.</li> <li>▪ Electricity <ul style="list-style-type: none"> <li>– Electricity services are to be extended to the developments/subdivision and in accordance with the requirements of Integral Energy at full cost to the development. Integral Energy will make determination of the maximum loading of the electricity service, and whether the service is provided above ground or underground</li> </ul> </li> <li>▪ Telephone <ul style="list-style-type: none"> <li>– Developments will be required to provide for telephone facilities. Where underground electricity is used, underground telephone facilities are also to be provided by the development.</li> </ul> </li> <li>▪ Street Tree Planting <ul style="list-style-type: none"> <li>– Street trees shall be required to be planted in conjunction with the creation of a new street or the extension of an existing street.</li> <li>– One street tree shall be planted for every 20m of street frontage.</li> <li>– The street trees shall be planted prior to the release of the subdivision certificate.</li> <li>– The trees shall be provided with protection to ensure their survival during the construction of buildings in the street.</li> </ul> </li> <li>▪ Street signage <ul style="list-style-type: none"> <li>– Street name and information signs shall be provided to facilitate accessibility and mobility.</li> <li>– Approval for the naming of all new streets shall be obtained from Council prior to the erection of any new street signage.</li> </ul> </li> </ul>	<p>of suitable water, sewerage, electricity and telephone services.</p> <p>Landscaping would be undertaken on the site as part of the Amended Proposal. The Landscape Design Statement and Plans (Appendix E of the EIS) provides details on the key landscaping features that would be included as part of the Amended Proposal site. Landscaping would be included on all boundaries of the Amended Proposal site. Specific urban design principles have been developed for the Amended Proposal as part of the MPE Concept Plan Approval that are consistent with the Liverpool DCP 2008. These would be implemented through the landscape design for the Amended Proposal.</p> <p>As described in section 4 of the EIS Signs would be located at a number of locations across the MPE Stage 2 site. These signs would be for the purposes of way finding and access to and from the Warehouses. Each warehouse would also include branded signage which would be backlit illuminated. A Signage Plan has been prepared for primary site identification signage (only) and is included within the Architectural Drawings at Appendix D of the EIS (and as amended in Appendix B of this RtS). Traffic, locational and directional signage would be provided along Moorebank Avenue within the Amended Proposal footprint, where required. All directional signage would be installed in accordance with the Austroads and RMS standards, with a focus on providing clear and unambiguous direction to road users.</p>	

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
<p>22. Water Conservation</p>	<p>Applies to all development involving the use of water.</p> <ul style="list-style-type: none"> <li>▪ A comprehensive Water Management Plan is to be submitted with all non-residential development to address the following criteria, for any development above \$1 million: <ul style="list-style-type: none"> <li>– Stormwater runoff control, capture and reuse, including water quality management in accordance with Council guidelines.</li> <li>– Select water efficient plants and/or, indigenous vegetation for landscape in accordance with Council's recommendations</li> <li>– Use non-potable water for watering gardens and landscape features.</li> <li>– For development of more than \$1 million construction cost, consideration of separate pipe-work for the utilisation of recycled stormwater for non-potable purposes should be considered.</li> </ul> </li> </ul>	<p>The Stormwater and Flooding Report, included as Appendix P of the EIS and Appendix F of this RtS, includes an assessment of stormwater quality run-off from Amended Proposal. Water Sensitive Urban Design (WSUD) measures are proposed that would meet or exceed the criteria prescribed within the Council DCP. Additionally, the stormwater strategy has considered the inclusion of vegetation at stormwater outlets and inclusion of landscaping within the site.</p> <p>Opportunities for stormwater reuse would be considered during design development of the Amended Proposal for the warehousing area.</p>	<p>Pending design development</p>
<p>23. Energy Conservation</p>	<p>Applicable to all developments using energy.</p> <p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ All Class 5 to 9 non-residential developments are to comply with the Building Code of Australia energy efficiency provisions.</li> </ul>	<p>The design development for the Amended Proposal will apply architectural inclusions required to comply with the relevant parts of Section J of the National Construction Code (NCC) (Australian Building Codes Board, 2016). The objective of Section J is to “reduce greenhouse gas emissions” of buildings. Compliance with Section J of the NCC would ensure this DCP condition is achieved.</p>	<p>Pending design development</p>
<p>24. Landfill</p>	<p>Retaining walls located on the boundary of two allotments or boundary to a public street or public reserve shall be of masonry construction. Other types of retaining wall structure may be permitted if the structure is located wholly within the property.</p>	<p>The Amended proposal would not require the construction of retaining walls along the boundary to a public street. As such, this development control is not applicable.</p>	<p>N/A</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
<p>26. Outdoor Advertising / Signage</p>	<p>Industrial zone requirement controls:</p> <ul style="list-style-type: none"> <li>▪ 1. Pole or pylon sign for building or site (including directory board for multiple occupancies) is limited to a single structure at the entry to the site from a public road, along the road frontage.</li> <li>▪ 2. Pole or pylon sign not exceeding 5sqm in area and 5m in height from ground level are to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirements.</li> <li>▪ 3. For multiple occupancy development, one company identification sign not exceeding 2 x 0.6m is permitted at the entrance to each occupied unit. Such signs are to be of a uniform shape, size and general presentation.</li> <li>▪ 4. For single user development, additional company identification sign is permissible at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50sqm whichever is the less. (Corner lots will be assessed on the length of the main presentation frontage of the building only.)</li> <li>▪ 5. Roof signs are not permitted.</li> <li>▪ 6. Third party advertising is not permitted.</li> <li>▪ 7. Sign exceeding 50sqm in area will be dealt with on individual merits.</li> <li>▪ 8. Advertising facing back/side boundaries and abutting a Classified Road will be assessed on individual merits.</li> <li>▪ 9. Advertising structures shall comply with Sub-section 8.7 Design Criteria.</li> </ul>	<p>A signage strategy has been prepared for the Amended Proposal (refer Appendix D of the EIS and as amended in Appendix B of this RtS), in consideration of the DCP conditions. A Visual Impact Assessment has been prepared and concludes that the Proposal would incur a maximum visual impact of moderate to surrounding residential areas. However, this would be highly localised and would be effectively mitigated (refer Appendix R of the EIS).</p> <p>Further visual assessment of the Proposal, as presented in the EIS, has been undertaken in response to submissions received for the Proposal. A supplementary Visual Assessment Memo that includes a revised assessment of visual impacts is included as Appendix I of this RtS.</p> <p>The amendments to the Proposal would not change the assessment of impacts related to visual amenity included in the MPE Stage 2 EIS.</p>	<p>Yes</p>
<p>27. Social Impact Assessment</p>	<p>Prepare a Comprehensive Social Impact Assessment for Freight transport facilities</p>	<p>A social impact assessment (SIA) was prepared for the MPE Concept EIS. As the Amended Proposal forms a sub-component of the MPE Project the impacts assessed in the SIA are relevant to the Amended Proposal.</p> <p>A socio-economic assessment has been undertaken for the Proposal and is provided in Section 20.5 of the EIS and the Amended Proposal in Section 7 of this RtS.</p>	<p>Yes</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
<b>Part 2.4 – Moorebank Defence Lands (applies to the northern-most portion of the Amended Proposal site (if not included in an SSD) to be used for emergency truck storage and OSDs)</b>			
<b>3. Controls for Private Domain</b>			
3.4 Landscaped Area	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ Existing indigenous trees within any building setback should be retained where possible, as an integral component of the site's landscaping, to protect local flora habitats.</li> <li>▪ Landscape widths to be provided on rear and side boundaries should relate to the adjacent land use.</li> <li>▪ Landscape frontages should be a minimum depth as indicated below: <ul style="list-style-type: none"> <li>– Moorebank Avenue - 18 m</li> </ul> </li> </ul>	<p>The landscape plans and design statement for the Amended Proposal site are included in Appendix B of this RtS and are consistent with the DCP controls.</p>	Yes
3.6 Car Parking and Access	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ Car parking at grade or below buildings should not dominate any site. Where car parking occurs in the open and on-grade it should incorporate a 2.5m wide landscape bay for tree planting, with a minimum of 6 - 8 cars in a row to reduce the visual impact of parked cars.</li> <li>▪ Pedestrian and cyclist access to the site should connect with surrounding land uses and, in particular, open space.</li> <li>▪ Pedestrian access should be provided along the Moorebank Avenue frontage.</li> <li>▪ Bicycle facilities are to be provided in accordance with Austroads – Part 14 Bicycles.</li> </ul>	<p>Landscaping is proposed within the Amended proposal to reduce the visual impact of the proposed car parking. Landscaping plans have been provided in Appendix E of the EIS and Appendix B of this RtS.</p>	Yes
3.7 Landscaping and Fencing	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ Semi-mature signature trees and shrub planting should reinforce site entries.</li> <li>▪ Trees should be used to create a sense of arrival.</li> <li>▪ All landscape plans are to be prepared by a qualified Landscape Architect or suitably qualified person.</li> <li>▪ All landscaped areas must incorporate shade planting.</li> <li>▪ Landscaped areas are to be physically separated from vehicular movements by kerbs or barriers (wheel stops).</li> <li>▪ Strips of grass less than 1m wide and irregular shaded areas of grass are not suitable. These areas should be incorporated into garden beds.</li> <li>▪ Landscaped areas are to have an automatic irrigation system.</li> </ul>	<p>The landscape plans and design statement for the Amended Proposal site are included in Appendix B of this RtS and are consistent with the DCP controls.</p>	Yes

DCP Condition summary		Applicability to the Amended Proposal	Conformance
	<ul style="list-style-type: none"> <li>The selection of plants should be consistent with the woodland community present on the site.</li> </ul>		
3.7 Signage	<p>Controls include:</p> <ul style="list-style-type: none"> <li>Signs should not be located in positions where they may be hazardous to traffic.</li> <li>Direction signs such as those at entrances to sites and buildings should conform to an overall theme for the sites. All signage will be submitted to Council for review to ensure consistency and unity of design. DA plans should show the location and detail of all signage.</li> <li>The number and content of signs is to be minimised to prevent visual clutter.</li> <li>Low level signage incorporated into the architecture and landscaping of the site is preferred.</li> </ul>	A signage strategy has been prepared for the Proposal (refer Appendix D of the EIS and Appendix B of this RtS), in consideration of the DCP conditions.	Yes
4. Sites – Kitchener House	To retain an appropriate visual setting, new development should not intrude within its curtilage and should be screened by planting.	The Amended Proposal would not intrude on the curtilage of Kitchener House and would be screened by landscaping along Moorebank Avenue (refer Appendix B of this RtS).	Yes
<b>Part 7 - Development in Industrial Areas (applicable to the remainder of the Amended Proposal site)</b>			
3. Site planning	Where possible, site planning allows for the retention of significant trees and vegetation, particularly near the street frontage.	As shown in the landscape plans (refer Appendix B of this RtS), whilst existing trees would not be retained along the Moorebank Avenue street frontage, landscaping would be provided as part of the Amended Proposal along the street frontage including canopy trees.	No
4. Setbacks	<p>All buildings shall be setback in accordance as follows:</p> <ul style="list-style-type: none"> <li>'Classified road' (e.g. Moorebank Ave) – 18 m</li> <li>All other street frontages – 10 m</li> </ul>	All warehousing and buildings are set back at least 18 m from Moorebank Avenue.	Yes

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
5. Landscaped Area	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ A minimum of 10% of the site is to be landscaped at ground level.</li> <li>▪ A development must provide a landscaped area along the primary and secondary frontages of an allotment – Primary landscape width of 10m; secondary frontage landscape width of 5m</li> </ul>	<p>As detailed in the landscape plans (refer Appendix B of this RtS), landscaping would be provided throughout the Amended Proposal site, to minimise the visual impact of the Amended Proposal on surrounding sensitive receivers.</p>	<p>Yes</p>
6. Building Design, Streetscape and Layout	<p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ The facades to a development must adopt a contemporary architectural appearance.</li> <li>▪ A development must use architectural elements to articulate facades, and minimise large expanses of blank walls.</li> <li>▪ Glazing shall not exceed reflectivity of 20%.</li> <li>▪ A development must use: <ul style="list-style-type: none"> <li>– Quality materials such as brick, glass, and steel to construct the facades to a development.</li> <li>– Masonry materials to construct a factory unit within a building, and all internal dividing walls separating the factory units</li> </ul> </li> </ul>	<p>The Architectural Drawings for the Amended Proposal (refer Appendix B of this RtS) detail the proposed building designs and finishes and have considered the controls within the Liverpool DCP.</p>	<p>Yes</p>
	<p>Lighting:</p> <ul style="list-style-type: none"> <li>▪ Lighting must be provided to the external entry path, common lobby, driveway, and car park to a building using vandal resistant, high mounted light fixtures.</li> <li>▪ The lighting in a car park must conform to AS 1158.1, 1680, and 2890.1.</li> <li>▪ External lighting to an industrial development must give consideration to the impact of glare on the amenity of adjoining residents.</li> </ul>	<p>The Visual Impact Assessment and Light Spill Assessment prepared for the Proposal (refer Appendix R of the EIS) detail the lighting proposed within the Proposal site, which are consistent with these DCP conditions.</p> <p>Amendments to the proposal would not change the lighting as proposed in the MPE Stage 2 EIS.</p>	<p>Yes</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance
<p>7. Landscaping and Fencing</p> <p>Controls include:</p> <ul style="list-style-type: none"> <li>▪ The trees shall provide a canopy for the streetscape and soften the appearance of the industrial environment, without unduly concealing approved on site signage.</li> <li>▪ Mulched garden beds shall incorporate ground covers that will cover the ground area.</li> <li>▪ Shrubs shall be used to soften appearance of the industrial area but still allow line of sight between the street and the development.</li> <li>▪ Large shrubs shall be used as screen planting where there is a need to screen certain areas such as outside storage.</li> <li>▪ Shrubs shall only be planted in mulched garden beds.</li> <li>▪ Grassed areas may be considered in limited areas in conjunction with mulched garden beds.</li> <li>▪ Trees shall only be planted in grass where there is a border around the tree separating it from the grassed area.</li> <li>▪ The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers. Avoid medium height shrubs (0.6 -1.8m) especially along paths and close to windows and doors.</li> <li>▪ Landscaping in the vicinity of a driveway entrance should not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.</li> <li>▪ Planting along pedestrian pathways, around car parking areas should be selected to promote surveillance and minimise areas for intruders to hide. Low hedges and shrubs, creepers and ground covers, or high canopied vegetation would be appropriate.</li> </ul> <p>Trees:</p> <ul style="list-style-type: none"> <li>▪ Trees must be planted in the landscape area at a minimum rate of 1 tree per 30sqm of the landscape area.</li> <li>▪ The trees must be capable of achieving a mature height greater than 8m.</li> <li>▪ Where trees are planted around high use facilities such as car parking areas and walkways, they should have clean trunks to height of 1.8m.</li> <li>▪ Large trees and shrubs should not be located so they can be used to access buildings on the site or adjoining properties.</li> </ul>	<p>As detailed in the Landscape Plans (refer Appendix B of this RtS), landscaping would be provided throughout the Amended Proposal site, to minimise the visual impact of the Amended Proposal on surrounding sensitive receivers. The proposed landscaping would include a mix of canopy trees, shrubs and groundcovers and an indicative species list is included in the landscape plans. Tree plantings would be provided around the warehousing and within the car parking areas. Tree plantings proposed for the Amended Proposal have included consideration of the recommendations by the Liverpool City Council DCP</p> <p>Further consideration of specific DCP controls would be included during design development.</p>	<p>Yes. However, landscaping plan details may be varied during design development for the Amended Proposal to reflect site specific requirements.</p>

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
	<p>Fences at Front Boundary:</p> <ul style="list-style-type: none"> <li>▪ Solid front fences must have a maximum height of 1.2m.</li> <li>▪ Chain wire, metal sheeting, brushwood and electric fences are not permitted.</li> </ul>	<p>A palisade security fence would be installed along the boundary of the Amended Proposal site, fronting Moorebank Avenue. Chain link security fencing would be installed on all four boundaries (north, east, south and west) to the Amended Proposal site. The fencing would be approximately 1.8m in height. This fencing is required for security purposes and based on extent of the Amended Proposal site, the location of boundaries and vegetation proposed is considered acceptable. This is also consistent with the principles of the MPE Concept Approval.</p>	<p>No. However, the Amended Proposal is consistent with the principles of the MPE Concept Approval.</p>
<p>8. Car Parking and Access</p>	<p>Loading docks:</p> <ul style="list-style-type: none"> <li>▪ The layout of driveways to loading docks must enable heavy vehicles to: <ul style="list-style-type: none"> <li>– Enter and exit the site in a forward direction.</li> <li>– Park within designated loading areas.</li> <li>– When possible, loading docks are to be located in areas that: <ul style="list-style-type: none"> <li>a. Are not exposed to public streets.</li> <li>b. Are generally separate from and do not interfere with car parking areas.</li> </ul> </li> </ul> </li> <li>▪ Car parking areas are to be landscaped to provide shade and reduce the visual impact of parked cars.</li> <li>▪ Provide a 2.5 m wide landscape bay between every 6 - 8 car spaces</li> </ul>	<p>As detailed in the Architectural Drawings and Landscaping Plans (refer Appendix B of this RtS), the arrangements of warehouses, driveways, loading docks, parking areas and landscaping are generally consistent with these DCP controls.</p>	<p>Yes</p>
<p>9. Amenity and Environmental Impact</p>	<p>External Industrial Activities:</p> <ul style="list-style-type: none"> <li>▪ External processes in an industrial area and storage of materials will not be permitted along a Classified Road frontage or a road frontage opposite a residential area.</li> <li>▪ The maximum height of a stockpile for the recycling of motor vehicles, concrete, soil, glass and other similar components or materials shall be 6 m.</li> </ul>	<p>The portion of Moorebank Avenue along the Amended Proposal site is not a classified road nor is it alongside a residential area.</p> <p>During construction, clean general fill material would be temporarily stockpiled within the primary earthworks area and other site locations, at a maximum height of up to 10 m above the final site levels. This stockpiled fill would ultimately be spread out across the Amended Proposal area.</p>	<p>No</p>

**DCP Condition summary**

**Applicability to the Amended Proposal**

**Conformance**

Hours of operation:  
Development which would have an adverse impact on adjoining or nearby residential areas will be limited to 7 am to 6 pm Monday to Friday and 7 am to 12 pm on Saturday and no work to be undertaken on Sundays.

The warehousing and distribution facilities for the Amended Proposal would operate 24 hours per day, seven days per week.  
The operational hours of the freight village would be 7am to 6pm, five to seven days per week.  
The Amended Proposal site, does not directly adjoin and is not in close proximity to residential areas. Additionally, they are buffered with vegetated areas.  
The Noise and Vibration Impact Assessment (NVIA), refer to Appendix L of the EIS, determined that the operational levels from the Amended Proposal would comply with the relevant criteria, including relevant sleep disturbance goals except at the most affected receivers in Wattle Grove where exceedances of the established screening criterion for sleep disturbance by 1 dB are anticipated, under adverse meteorological conditions only. However, a 1 dB exceedance is considered imperceptible and would not warrant the provision of mitigation in addition to the standard measures outlined in Appendix L of the EIS.  
Cumulative noise levels due to the concurrent operation of the Amended Proposal and the MPE Stage 1 and MPW Stage 2 Projects are predicted to comply with the established criteria.

No – The Amended Proposal would operate 24 hours per day as approved in the MPE Concept Approval.

DCP Condition summary	Applicability to the Amended Proposal	Conformance	
<p>10. Site Services</p>	<p>Frontage works and damage to Council infrastructure:</p> <ul style="list-style-type: none"> <li>▪ Where a footpath, road shoulder or new or enlarged access driveway is required to be provided this shall be provided at no cost to Council.</li> <li>▪ Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.</li> </ul>	<p>Consultation with Liverpool City Council would be undertaken throughout the construction period for the Amended Proposal, including with regards to footpaths, road shoulders and access as relevant.</p>	<p>Yes</p>
	<p>Electricity Sub Station:</p> <p>In some cases it may be necessary to provide an electricity sub-station at the front of the development adjacent to the street frontage. This will involve dedication of the area as a public road to allow access by the electricity provider. The front boundary treatment used elsewhere on the street frontage shall be used at the side and rear of the area.</p>	<p>No electricity sub-station is proposed for the Amended Proposal. The Amended Proposal site is currently serviced from public utility networks through connections that are Commonwealth owned assets. A number of existing public utilities are available in close proximity to the Amended Proposal site including the Anzac Village sub-station on Anzac Road.</p>	<p>Yes</p>