

Appendix EE – DCP Compliance Table

SSD-96107226 and SSD-10479-MOD-7 - 200 Aldington Road Industrial Estate – Lot O

Mamre Road Precinct Structure Plan

Control	Compliance	Assessment
<i>1) Development applications are to be generally consistent with the Precinct Structure Plan (Figure 2), the water cycle management strategy and local road network strategy.</i>	Y	The proposed development is consistent with the general arrangement of the Structure Plan as it: Supports industrial land uses in accordance with the Plan. Maintains potential future road access for adjoining land to the east and north of the site. Includes a water cycle management strategy that will enable the development to meet the DCP targets through an interim solution for initial stages and a final solution that will accommodate later stages.
<i>2) The consent authority will consider the extent to which the proposed development is consistent with the Structure Plan, including cumulative and precedent implications on existing and planned infrastructure, and services and amenities provision.</i>	Y	The proposed development remains consistent with the Precinct Vision for the following reasons: It continues to provide for a land use (warehousing or distribution) on large, consolidated lots to support the extension of the Western Sydney Employment Area; It does not directly interface with existing educational or rural-residential land so and thus does not generate any adverse environmental impacts to these more sensitive receivers; The specialist technical studies that support the modification development have considered cumulative impacts and staging of development with regard to potential interim and long-term environmental impacts; and The proposed development, as modified, is generally consistent with the Objectives and controls of the MRP DCP and Structure Plan and is not considered to create any significant cumulative or precedent implications for existing and planned infrastructure, and services and amenities provision.

Control	Compliance	Assessment
3) <i>Proposed variations to the general arrangement of the Structure Plan must be consistent with the Precinct Vision, to the satisfaction of the consent authority.</i>	Y	Noted. The proposed development is generally consistent with the Structure Plan with respect to land use, site layout and connectivity and infrastructure provision.

Biodiversity

Control	Compliance	Assessment
2.2.2 Biodiversity Certification		
1) <i>Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.</i>	Y	The biodiversity impact of the 200 Aldington Road Estate was assessed as part of the approved Stage 1 Development works (SSD-10479). In addition, the project area is certified as Urban Capable Land under CPCP. Given the above, and that vegetation stripping as part of the bulk earthworks has taken place, the proposed development will not have any impact on biodiversity values.
2) <i>Development applications for land that has the potential to impact biodiversity prior to the approval of the CPCP are to be accompanied by a Biodiversity Development Assessment Report.</i>	Y	
3) <i>Where development is proposed to impact on an area of native vegetation, it shall be demonstrated that no reasonable alternative is available and suitable ameliorative measures are proposed (e.g., weed management, rehabilitation, nest boxes).</i>	Y	
4) <i>A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.</i>	Y	Consideration in regard to weed management has been considered as part of the Construction and Environmental Management Plan (refer to Appendix II).
2.2.3 Biodiversity Conservation and Management		
Environmental Conservation and Recreation Zones – Blue-Green Network		
1) <i>Minimise clearing of native vegetation within the blue-green network, which comprises land zoned E2 Environmental Conservation, RE1 Public Recreation,</i>	Y	The proposed development does not include the clearing of any vegetation.

Control	Compliance	Assessment
<i>RE2 Private Recreation and riparian corridors. Note: Clause 33K of WSEA SEPP also applies.</i>		
2) No clearing of native vegetation shall occur within the Precinct on land zoned Environmental Conservation (E2), Public Recreation (RE1), and Private Recreation (RE2) without having regard to the Biodiversity Conservation Act 2016.	Y	
3) A Vegetation Management Plan (VMP) for the rehabilitation and conservation of native vegetation is to be prepared by a suitably qualified expert for land within the blue-green network.	Y	
4) A Threatened Species Assessment is to be undertaken for development applications on land within 500m of an E2 Environmental Conservation zone to determine the presence of threatened species or their habitat. Building setbacks for grey-headed flying fox and raptors are required, if present on or adjacent to the development site, are outlined in Table 3.	Y	
Table 3. Prescribed building setbacks for specific threatened species		
Species	Setback control	
Grey-headed flying fox	Grey-headed flying fox camp requires 100m setback to any buildings and development. The setback area should be maintained free of flying fox roosting habitat.	
Raptors	Raptor nests require a 500m circular setback from where nests are located in extensive undisturbed bushland. Where nests are located closer to existing developments, a minimum circular setback distance of 250m should be Capable of compliance maintained along with an undisturbed corridor at least 100m wide	

Control	Compliance	Assessment
<i>extending from the nest to the nearest foraging grounds.</i>		
5) Bushfire Asset Protection Zones (APZs), stormwater detention basins, and roads are to be located wholly within land zoned IN1 General Industrial and avoid the blue-green network.	Y	Complies.
General Biodiversity Management		
6) Avoid impacts on habitat features which provide essential habitat for threatened species and other fauna including large trees including dead trees at (>50cm trunk diameter at breast height) and avoid impacts to soil within the dripline of the retained trees.	Y	The proposed development does not include the clearing of any vegetation.
7) Any mature native tree removed is to be replaced by at least 2 trees selected from the Plant List (Appendix C) which would develop to a similar size at maturity	Y	
8) Mitigation for threatened ecological communities is to be undertaken in accordance with: Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW DECC, 2008) within and adjacent to the TEC; and, Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW DECC, 2005).	Y	
9) Where practical, prior to development commencing, applicants are to: Provide for the appropriate re-use of native plants (including but not limited to seed collection) on site and re-use of topsoil that contains known or potential native seed bank; Undertake a pre-clearance assessment for native fauna immediately prior to native vegetation clearing to ensure arboreal mammals, roosting and hollow-	Y	

Control	Compliance	Assessment
<i>using birds, bats and reptiles found to be present are prevented from accessing vegetation to be cleared, and appropriately removed prior to clearing; and</i> <i>Native animals are to be relocated from development sites in accordance with the former Office of Environment and Heritage's Policy on the Translocation of Threatened Fauna in NSW.</i>		
10) WONS and weeds on the National Environmental Alert List under the National Weeds Strategy are to be managed and eradicated (refer to NSW Weed Wise for current weed identification and management approaches).	Y	
11) Subdivision design and bulk earthworks are to consider the need to minimise weed dispersion during and after construction and promote weed eradication. A Weed Eradication and Management Plan is to be submitted with subdivision development applications.	Y	
12) Pest control techniques implemented during and post construction are to be in accordance with regulatory requirements for chemical use and address the relevant pest control strategy and are to reduce the risk of secondary poisoning (e.g. from Pindone or second generation rodenticides).	Y	
13) Vegetation to which Part 3 of State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 applies is the same vegetation that must not be ringbarked, cut down, lopped, topped, removed, injured, wilfully destroyed or cleared without a development consent or permit granted by Council.	Y	
14) Where high intensity lighting is necessary for site operation, safety and security, it is to be designed to avoid light spill into adjoining natural areas. Australian Standard AS 4282 or updates to that standard are to be considered as a minimum.	Y	Addressed in the Vegetation Management Plan has been approved under the Concept Approval (SSD-10479).
15) Where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies, street lighting must be of the type that will not attract insects.	Y	

Control	Compliance	Assessment
16) Where noise adjacent to natural areas is likely to impact wildlife, the proponent must manage the timing of noise producing activities, including installing appropriate noise treatment barriers along major roads and other attenuation measures.	Y	
17) Ensure appropriate mitigation strategies (including fauna-sensitive road design elements) are employed to minimise vehicle strike during and after road construction and upgrading.	Y	
18) Traffic calming measures shall be considered in all development areas adjacent to Environmental Conservation and Recreation zoned lands not subject to wildlife (including koala) exclusion fencing, such as speed humps, audible surfacing and faunal bridges.	Y	The proposed development is not adjacent to an Environmental Conservation and Recreation zoned land.
19) Ensure movement of fauna is facilitated within and through wildlife corridors by: Ensuring that activities do not create barriers to the movement of fauna along and within wildlife corridors; Separating fauna from potential construction hazards through the pre-construction and construction process.	Y	
20) Adopt and implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).	Y	There are no known populations of Cumberland Plain Land Snail within or adjacent to the site.

Riparian Land

Control	Compliance	Assessment
1) Within a mapped riparian corridor (field-validated), as identified in Figure 2, existing native vegetation is to be retained, rehabilitated and managed in	N/A	Not applicable. The project area is not located within a mapped riparian corridor.

Control	Compliance	Assessment
<i>accordance with the controls below, except where clearing is required for essential infrastructure e.g., roads.</i>		
<i>2) Modifications to a natural (or historic) waterbody and waterfront land requires the approval of Natural Resources and Assessment Regulator (NRAR), including the enhancement of the ecological outcomes of the watercourse, hydrological benefits and ensure the long-term geomorphic stability of the watercourse.</i>	N/A	
<i>3) Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian area and habitat, such as fallen debris.</i>	N/A	
<i>4) Where a development is associated with or will affect a waterway of Strahler Order 2 or higher, rehabilitation shall return that waterway to a natural state..</i>	N/A	
<i>5) Waterway crossings such as bridges are to be maintained to retain ecological connectivity and water quality</i>	N/A	
<i>6) Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian area and species movements in accordance with NSW Department of Primary Industries - Fisheries requirements to maintain fish passage.</i>	N/A	
<i>7) Where development is unavoidable within riparian areas or waterfront lands, the development application shall demonstrate that potential impacts on water quality, aquatic habitat, and riparian vegetation will be negligible or offset in accordance with the vegetated riparian zone and offsetting requirements as specified NRAR Guidelines for Controlled activities on waterfront land - riparian corridors (May 2018).</i>	N/A	
<i>8) All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.</i>	N/A	

Control	Compliance	Assessment
9) <i>The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).</i>	N/A	
10) <i>Riparian areas along Kemps Creek and Ropes Creek shall retain proteaceae shrubs providing habitat and connectivity for the Eastern Pygmy Possum <i>Cercartetus nanus</i>.</i>	N/A	
11) <i>Activities within the vegetated riparian zone, such as cycleways and paths, detention basins, stormwater management devices and essential services, must comply with the 'riparian corridor matrix' in the NRAR Guidelines.</i>	N/A	
12) <i>The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines.</i>	N/A	
13) <i>Private and public fencing should avoid intersecting across riparian corridors.</i>	N/A	
14) <i>Bushfire asset protection zones should be located outside the vegetated riparian zones.</i>	N/A	
15) <i>Appropriate widths for vegetated riparian zones are dependent on the stream order in accordance with the Strahler methodology. Stream width shall be measured either in accordance with the 'Waterfront Land Tool' as developed by the NRAR, or from the top of the highest bank on both sides of the channel/watercourse. Enhancement of riparian corridors should:</i> <i>Respond to the hydrological regime of the drainage area for watercourse treatments;</i> <i>Replicate the natural watercourse through creation of a meandering channel;</i> <i>Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings;</i> <i>Minimise ongoing maintenance through channel and stream bed design;</i> <i>Establish functional riparian zones and natural stream channels;</i>	N/A	

Control	Compliance	Assessment
<i>Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions;</i> <i>Minimise damage to channel banks and vegetation from storm flow events; and</i> <i>Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.</i>		
16) Where a development proposal would significantly affect Key Fish Habitat and/or threatened fish, applicants must include an Aquatic Ecological Environmental Assessment in accordance with the Fisheries Management Act 1994.	N/A	
17) Water holding structures (e.g. farm dams) more than 0.1ha in area or 3ML in volume within 3km of the approach boundary to Western Sydney Airport, are to be avoided unless appropriate wildlife strike assessment and design/maintenance controls are implemented, to ensure there is no attraction for water-favouring fowl.	N/A	
18) Dams proposed for retention must be subject to a geotechnical investigation to determine the safety of the structure with respect to surrounding land uses.	N/A	
19) Where development immediately abuts a riparian corridor, development shall be located and designed to minimise environmental impact to the riparian corridor. Consideration must be given to issues such as surveillance, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat.	N/A	

Integrated Water Cycle Management

Control	Compliance	Assessment
Waterway health and Water Sensitive Urban Design		
1) Development applications must demonstrate compliance with the stormwater quality targets in Table 4 and the stormwater flow targets during construction and operation phases in Table 5 and Table 6 at the lot or estate scale to ensure the NSW Government's waterway objectives (flow and water quality) for the Wianamatta-South Creek catchment are achieved (see Appendix D). Where the strategy for waterway management is assessed at an estate level, the approval should include for individual buildings within the estate, which may be the subject of future applications.	Y	Complies. Refer to the Stormwater Management Report and Plan prepared by AT+L (Appendix L).
2) The stormwater flow targets during operation phase (Table 5) include criteria for a mean annual runoff volume (MARV) flow-related option and a flow duration-related option. Applicants must demonstrate compliance with either option.	Y	
3) Development applications must include a Water Management Strategy (WMS) detailing the proposed Water Sensitive Urban Design (WSUD) approach, how the WMS complies with stormwater targets (i.e. MUSIC modelling), and how these measures will be implemented, including ongoing management and maintenance responsibilities. Conceptual designs of the stormwater drainage and WSUD system must be provided to illustrate the functional layout and levels of the WSUD systems to ensure the operation has been considered in site levels and layout.	Y	
4) The design and mix of WSUD infrastructure shall consider ongoing operation and maintenance. Development applications must include a detailed lifecycle cost assessment (including capital, operation/maintenance, and renewal costs over 30 years) and Maintenance Plan for WSUD measures.	Y	
5) WSUD infrastructure may be adopted at a range of scales (i.e. allotment, street, estate, or sub-precinct scale) to treat stormwater, integrate with the landscape and maximise evaporative losses to reduce development flow runoff. Vegetated WSUD measures, naturalised trunk drainage and rainwater/stormwater reuse are preferred. Acceptable WSUD measures to retain stormwater within the development footprint and subdivision are shown in Table 7.	Y	
6) Development must not adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.	Y	
7) Infiltration of collected stormwater is generally not supported due to anticipated soil conditions in the catchment. All WSUD systems must incorporate an impervious liner unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).	Y	
8) Where development is not serviced by a recycled water scheme, at least 80% of its nonpotable demand is to be supplied through allotment rainwater tanks.	Y	

Control	Compliance	Assessment
9) Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; Bring a purple pipe for recycled water to the boundary of the site, as required under Clause 33G of the WSEA SEPP. Not top up rainwater tanks with recycled water unless approved by Sydney Water; and Design recycled water reticulation to standards required by the operator of the recycled water scheme.	Y	
Trunk Drainage Infrastructure		
10) Indicative naturalised trunk drainage paths are shown in Figure 4.	N/A	The project area is not included in an area identified for naturalised trunk drainage channel.
11) Naturalised trunk drainage paths are to be provided when the: Contributing catchment exceeds 15ha; or 1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019; unless otherwise agreed by the consent authority.	N/A	
12) The design and rehabilitation of naturalised trunk drainage paths is to be generally in accordance with NRAR requirements (refer to Section 2.3) that replicates natural Western Sydney streams. An example of a naturalised trunk drainage path is shown in Figure 3.	N/A	
13) Naturalised trunk drainage paths shall be designed to: Contain the 50% AEP flows from the critical duration event in a low flow natural invert; Convey 1% AEP flows from the critical duration event with a minimum 0.5m freeboard to applicable finished floor levels and road/driveway crossings; and Provide safe conveyance of flows up to the 1% AEP flood event.	N/A	
14) Where naturalised trunk drainage paths traverse development sites, they may be realigned to suit the development footprint, provided that they: Comply with the performance requirements for flow conveyance and freeboard; o Are designed to integrate with the formed landscape and permit safe and effective access for maintenance; Do not have adverse flood impacts on neighbouring properties; and Enter and leave the development site at the existing points of flow entry and exit.	N/A	

Control	Compliance	Assessment
15) Trunk drainage paths shall remain in private ownership with maintenance covenants placed over them to the satisfaction of Council (standard wording for positive covenants is available from Council). Easements will also be required to benefit upstream land.	N/A	
16) Where pipes/ culverts are implemented in lieu of naturalised trunk drainage paths, they must remain on private land and not burden public roads, unless otherwise accepted by Council.	N/A	
17) High vertical walls and steep batters shall be avoided. Batters shall be vegetated with a maximum batter slope 1V:4H. Where unavoidable, retaining walls shall not exceed 2.0m in cumulative height.	N/A	
18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.	N/A	
19) Subdivision and development are to consider the coordinated staging and delivery of naturalised trunk drainage infrastructure. Development consent will only be granted to land serviced by trunk drainage infrastructure where suitable arrangements are in place for the delivery of trunk infrastructure (to the satisfaction of the relevant Water Management Authority).	N/A	
20) Stormwater drainage infrastructure, upstream of the trunk drainage, is to be constructed by the developer of the land considered for approval.	N/A	
21) All land identified by the Water Management Authority as performing a significant drainage function and where not specifically identified in the Contributions Plan, is to be covered by an appropriate "restriction to user" and created free of cost to the Water Management Authority.	N/A	
22) All proposed development submissions must clearly demonstrate via 2-dimensional flood modelling that: 1) Overland flow paths are preserved and accommodated through the site; 2) Runoff from upstream properties (post development flows) are accommodated in the trunk drainage system design; 3) Any proposed change in site levels or drainage works are not to adversely impact and upstream or downstream, or cause a restriction to flows from upstream properties; 4) There is no concentration of flows onto an adjoining property; and 5) No flows have been diverted from their natural catchment to another.	N/A	

Flood Prone Land

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

Control	Compliance	Assessment
4) Development applications are to consider the depth and nature of flood waters, whether the area forms flood storage, the nature and risk posed to the development by flood waters, the velocity of floodwaters and the speed of inundation, and whether the development lies in an area classed as a 'floodway', 'flood fringe area' or 'flood storage area'.	N/A	Not applicable.
Subdivision		
5) Subdivision of land below the flood planning level will generally not be supported.	N/A	Not applicable.
6) Subdivision must comply with Designing safer subdivisions guidance on subdivision design in flood prone areas 2007 (Hawkesbury-Nepean Floodplain Management Steering Committee).	N/A	Not applicable.
New Development		
7) Finished floor levels shall be at 0.5m above the 1% AEP flood.	Y	Complies.
8) Flood safe access and emergency egress shall be provided to all new and modified developments consistent with the local flood evacuation plan, in consultation with Council and the State Emergency Services (SES).	Y	Complies.
Storage of Potential Pollutants		
9) Potential pollutants stored or detained on-site (such as on-site effluent treatment plants, pollutant stores or on-site water treatment facilities) shall be stored above the 1% AEP flood. Details must be provided as part of any development application.	Y	Complies.
Overland Flow Flooding		
10) Development should not obstruct overland flow paths. Development is required to demonstrate that any overland flow is maintained for the 1% AEP overland flow with consideration for failsafe of flows up to the PMF.	Y	Complies.
11) Where existing natural streams do not exist, naturalised drainage channels are encouraged to ensure overland flows are safely conveyed via vegetated trunk drainage channels with 1% AEP capacity plus 0.5m freeboard. Any increase in peak flow must be offset using onsite stormwater detention (OSD) basins.	Y	Complies.

Control	Compliance	Assessment
12) OSD is to be accommodated on-lot, within the development site, or at the subdivision or estate level, unless otherwise provided at the catchment level to the satisfaction of the relevant consent authority.	Y	Complies.
13) Stormwater basins are to be located above the 1% AEP.	N/A	Not applicable.
14) Post-development flow rates from development sites are to be the same or less than predevelopment flow rates for the 50% to 1% AEP events.	N/A	Not applicable.
15) OSD must be sized to ensure no increase in 50% and 1% AEP peak storm flows at the Precinct boundary or at Mamre Road culverts. OSD design shall compensate for any local roads and/or areas within the development site that does not drain to OSD.	N/A	Not applicable.
Filling of Land at or Below the Flood Planning Level		
16) Earthworks up to the PMF must meet the requirements of Clauses 33H and 33J of the WSEA SEPP as well as Sections 2.5 and 4.4 of this DCP.	N/A	Not applicable.
17) Filling of floodways and/or critical flood storage areas in the 1% AEP flood will not be permitted. Filling of other land at or below the 1% AEP is also discouraged, but will be considered in exceptional circumstances where: The below criteria have been addressed in detail in the supporting FIRA; The purpose for which the filling is to be undertaken is adequately justified; Flood levels are not increased by more than 10mm on surrounding properties; Downstream velocities are not increased by more than 10%; Flows are not redistributed by more than 15%; The cumulative effects of filling proposals is fully assessed over the floodplain; There are alternative opportunities for flood storage; The development potential of surrounding properties is not adversely affected; The flood liability of buildings on surrounding properties is not increased; No local drainage flow/runoff problems are created; and The filling does not occur within the drip line of existing trees.	N/A	Not applicable.

Aboriginal Cultural Heritage

Control	Compliance	Assessment
2.6 Aboriginal Heritage		
1) Sites of known Aboriginal Heritage and areas of high and moderate-high Aboriginal archaeological potential, as identified in the Mamre Road Aboriginal Heritage Study (EMM Consulting 2020), are shown in Figure 5.	Y	An Aboriginal and Historical Heritage Letter of Advice (LoA) has been prepared by Biosis (Appendix N). It summarises the previous assessments undertaken at the site and justification as to why further assessment is not required. It summarises the previous assessments undertaken at the site and justification as to why further assessment is not required. As part of the Concept Approval, Biosis completed an Aboriginal Cultural Heritage Assessment (ACHA) and Historical Heritage Assessment (HHA) in 2021. The SEARs for Lot O require "...an Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared in accordance with relevant guidelines, identifying, describing and assessing any impacts to any Aboriginal cultural heritage sites or values associated with the site". As an ACHA and HHA have already been undertaken for the study area, and approved estate-wide bulk excavation works have since occurred, another comprehensive investigation in the form of an ACHA or HHA is not required. Biosis has confirmed that Lot O is located in an area of low Aboriginal and historical archaeological potential and is permitted to proceed with caution in line with the CHMP and unexpected finds protocols. Biosis has confirmed that the works will not impact on any Aboriginal and historical archaeological values, subject to adopting a range of mitigation measures.
2) Any development application within land that contains a known Aboriginal cultural heritage site and/or areas of moderate and moderate-high archaeological potential (refer Figure 5) must consider and comply with the requirements of the NPW Act and related guidelines. An Aboriginal Cultural Heritage Assessment in accordance with Heritage NSW guidelines (e.g. Code of Practice for Archaeological Investigation of Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010) shall be completed to inform future assessment and approval requirements for the activity (if any).	N/A	
3) In order to ensure that a person undertaking any development or activities on land does not harm Aboriginal objects, development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).	Y	
4) Ground disturbance proposed in areas where cultural material has not been identified and/or is considered of low potential to occur is to be subject to a due diligence investigation consistent with best practice guidelines (e.g. Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW). The findings of the due diligence should guide future assessment and approval requirements for the activity (if any).	Y	
5) Developments or other activities that will impact on Aboriginal heritage may require consent under the NPW Act, such as an Aboriginal Heritage Impact Permit, from Heritage NSW and consultation with the relevant Aboriginal communities.	Y	
6) Where the necessary consents have already been obtained from Heritage NSW, the development application must demonstrate that the development will be undertaken in accordance with any requirements of that consent.	Y	

Non-Aboriginal Cultural Heritage

Control	Compliance	Assessment
2.7 Non-Aboriginal Heritage		
1) A Heritage Impact Statement shall be lodged with a development application for subdivision, buildings or works in the vicinity of heritage items listed under the WSEA SEPP and identified in Figure 6, including development that: May have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing; or May undermine or otherwise cause physical damage to a heritage item; or Will otherwise have any adverse impact on the heritage significance of a heritage item within which it is situated.	Y	An Aboriginal and Historical Heritage Letter of Advice (LoA) has been prepared by Biosis (Appendix N). It summarises the previous assessments undertaken at the site and justification as to why further assessment is not required.
2) Subdivision applications shall define an appropriate setting or curtilage for the heritage building as part of the Heritage Impact Statement or Conservation Management Plan.	N/A	
3) In determining the curtilage of a heritage building, consideration is to be given to: The original form and function of the heritage building: The heritage building's former use and architecture should be reflected in the design of the curtilage. For example, it may be appropriate that a larger curtilage be maintained around a former rural homestead than that of a suburban building; Outbuildings: A heritage building and its associated outbuildings should be retained on the same allotment; and Gardens, trees, fencing, gates and archaeological sites: Features that are considered valuable in interpreting the history and in maintaining the setting of a building should be identified and, where possible, retained within the curtilage.	N/A	
4) Development shall be of a scale and form that does not detract from the historical significance, appearance and setting of the heritage item, and consider the following: The height of new development near heritage items shall be less than the subject item. New development or large additions or alterations must provide a transition in height from the heritage item. Increases in height shall be proportional to increased distance from the items; Views and vistas to the heritage item from roads and other prominent areas are key elements in the landscape and shall be retained;	N/A	

Control	Compliance	Assessment
<i>If the development site can be viewed from a heritage item(s), any new development will need to be designed and sited so that it is not obtrusive when it is viewed from the heritage item(s); and</i> <i>Curtilages shall be retained around all listed items sufficient to ensure that views to them and their relationship with adjacent settings are maintained.</i>		
5) The colours and materials used in a new development (whether an extension or addition) should complement the colours and materials of the heritage item. New development within the curtilage must not adversely impact upon the significant fabric of a heritage item.	N/A	
6) Where possible, existing fences that have been identified as significant or that contribute to the overall setting or character of a heritage item are to be retained or repaired.	N/A	
7) New fences should either match as closely as possible the original fencing, or if the original fence type is not known, specifically relate to the architectural character and period of the existing heritage item with respect to design, materials, colour and height.	N/A	
8) New development shall not be sited in front of the front building line of the existing heritage item nor shall it extend beyond the established side building lines of the heritage item.	N/A	
9) Vegetation around a heritage item shall be assessed for its value to the item and retained where required.	N/A	

Bushfire Prone Land

Control	Compliance	Assessment
1) Land identified as 'bushfire prone land' on the Penrith City Council Bushfire Prone Land Map is to address the bush fire protection measures in the Rural Fire Service publication Planning for Bushfire Protection 2019 (PBP) (as amended).	Y	A Bushfire Statement has been prepared by ABPP (Appendix CC) which has been prepared in accordance with the PBP. The Penrith Bushfire Prone Land Maps were amended in December 2024. The project area is not located on bushfire prone land.
2) A Bushfire Assessment Report, prepared in accordance with PBP, must accompany all development applications on land identified as bush fire prone land.	Y	

Control	Compliance	Assessment
3) Development on land within 250m of land zoned RU2, E2, and E4 that is not identified as bushfire prone land must consider ways to minimise the risk of ember attack, particularly with regard to roof design, building materials and landscape design.	Y	
4) Bushfire hazard reduction work must be authorised by the Rural Fires Act 1997.	Y	

Salinity

Control	Compliance	Assessment
1) Development applications shall include a detailed salinity analysis and Salinity Management Plan, noting the relatively low permeability and saline clay soils dominant in the area. The analysis is to consider the stormwater management measures proposed in accordance with Section 2.4 to limit the mobilisation of salts in the catchment.	Y	The salinity of the site has been addressed as part of the approved Stage 1 Development works which will enable the project area to be suitable for the proposed development.
2) Salinity investigations are to be conducted in accordance with the Local Government Salinity Initiative series by the former Department of Natural Resources (2002).	Y	
3) The author of the salinity analysis must sign off on the project on completion of works and submit this to Council prior to an occupation certificate being issued, if required.	Y	
4) Disturbance to the natural hydrological system shall be minimised by maintaining good surface drainage and reducing water logging on the site.	Y	
5) Groundwater recharge is to be minimised to the extent it does not adversely impact groundwater dependent ecosystems downstream.	Y	
6) Construction techniques shall be employed that prevent structural damage to the development as a result of salinity (see Building in a Saline Environment).	Y	
7) All works are to conform with the Western Sydney Salinity Code of Practice June 2003.	Y	

Contaminated Land

Control	Compliance	Assessment
1) Prior to granting development consent, the consent authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use having regard to land contamination.	Y	The project area has been remediated as part of the approved Stage 1 Development works (SSD-10479). As such, no remediation works are proposed as part of this SSDA. The land is suitable for the proposed use.
2) All development applications shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995.	Y	
3) Where a site has known contamination, or a Stage 1 Preliminary Site Investigation identifies potential or actual site contamination, a Stage 2 Detailed Site Investigation must be prepared in accordance with State Environmental Planning Policy No 55 – Remediation of Land and the Contaminated Land Management Act 1995. A Remediation Action Plan (RAP) will be required for contaminated land identified in the Stage 2 Detailed Site Investigation. Remediation works identified in the RAP will require development consent.	Y	
4) A Section A1 Site Audit Statement (SAS) or Section A2 SAS accompanied by an Environmental Management Plan (EMP) (issued by a NSW EPA Accredited Site Auditor) will be required where remediation works have been undertaken to confirm a site is suitable for the proposed use.	Y	

Aviation Safeguarding

Control	Compliance	Assessment
1) An Aviation Safeguarding Assessment is to be submitted with development applications detailing compliance with aviation safeguarding measures and the controls outlined below. The aviation safeguarding assessment must evaluate the wildlife likely to be present on the subject land and the risk of the wildlife to the operation of the Airport provided by the applicant which includes; i. the species, size, quantity, flock behaviour (where applicable) and the particular times of day or year when the wildlife is likely to be present, ii. whether any of the wildlife is a threatened species, iii. a description of how the assessment was carried out, and	Y	An Aviation Safeguarding Assessment has been prepared by Avlaw Aviation Consulting (Appendix DD). The proposed development is unlikely to result in impact to the operation of the future Western Sydney Airport.

Control	Compliance	Assessment
iv. is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport.		
Heights		
2) The height of buildings, structures, landscaping and cranes do not impact on the operations of the airport or create a hazard to the safe navigation of aircraft. Buildings and any ancillary structures must not encroach into protected airspace.	Y	Complies. Refer to the Aviation Safeguarding Assessment (Appendix DD)
Noise		
3) Development is constructed in accordance with Australian Standards AS2021 – Acoustics Noise Intrusion – Building Siting and Construction.	Y	Complies. Refer to the Aviation Safeguarding Assessment (Appendix DD)
Lighting		
4) Development does not impact on the operational aspects of the Airport with regard to light emission and reflective surfaces.	Y	Complies. Refer to the Aviation Safeguarding Assessment (Appendix DD)
Emissions		
5) Development must not generate emissions into the protected airspace.	Y	Complies. Refer to the Aviation Safeguarding Assessment (Appendix DD)
6) Any plumes do not: Have peak vertical velocities of more than 4.3m/sec. Incorporate flares.	Y	
Wildlife Hazards		
7) Development must not attract wildlife which would create a safety hazard in the operations of the Airport.	Y	Complies. Refer to the Aviation Safeguarding Assessment (Appendix DD)
8) All waste bins are to be designed and installed with fixed lids.	Y	

Control	Compliance	Assessment
9) Any bulk waste receptacle or communal waste storage area must be contained within enclosures that cannot be accessed by birds or flying foxes.	Y	
10) Any stormwater detention within the 8km wildlife buffer is to be designed to fully drain within 48 hours after a rainfall event.	Y	
Communications, Navigation and Surveillance Systems		
11) Development must not impact upon communication, navigation and surveillance systems.	Y	Complies. Refer to the Aviation Safeguarding Assessment (Appendix DD)
12) Development within the building restricted area does not create electromagnetic field radiations that will interfere with signals transmitted by the communication, navigation or surveillance facility	Y	

Development Adjacent to the Warragamba Pipelines

Control	Compliance	Assessment
1) Where development (including subdivision) is proposed adjacent to the Warragamba Pipelines corridor, applicants shall consult with Water NSW. Development is to be consistent with Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (WaterNSW). Any written requirements of Water NSW shall be submitted with the development application, including how the requirements have been addressed.	N/A	Not applicable. The proposed development is not adjacent to the Warragamba Pipelines.
2) Prior written approval shall be obtained from Water NSW for any access required to the Warragamba Pipelines corridor during the investigation and construction phases.	N/A	
3) Access points to the Warragamba Pipelines corridor for Water NSW staff and contractors to carry out inspections and maintenance shall be retained or provided.	N/A	
4) Stormwater systems serving development adjacent to the Warragamba Pipelines shall be designed to ensure that stormwater does not enter the corridor.	N/A	
5) Security fencing shall be provided, or existing security fencing retained along the length of development boundaries that directly adjoin the Warragamba Pipelines corridor.	N/A	

Control	Compliance	Assessment
6) Road crossings should generally avoid the Warragamba Pipelines corridor. Any proposed road crossings shall be designed and located in accordance with Water NSW requirements.	N/A	
7) Earthworks (excavation or filling) and landscaping works carried out adjacent to or crossing the Warragamba Pipelines shall avoid damage to the infrastructure.	N/A	

Electricity Transmission Line Easements

Control	Compliance	Assessment
1) Development on land affected by the Electricity Transmission Line Easements (refer Figure 8) must be in accordance with the relevant electricity supply authority's requirements.	Y	The development is not within proximity to the Electricity Transmission Line Easement.

Utilities Services

Control	Compliance	Assessment
1) Applicants shall liaise with relevant service providers to ensure satisfactory arrangements have been made to service the development, in accordance with the relevant service providers requirements. This includes water, recycled water, sewer, drainage, electricity, gas (where required) and telecommunications. Indicative trunk infrastructure is identified in Figure 8.	Y	The majority of service requirements and services have been established as part of the approved Stage 1 Development works (SSD-10479). The Applicant will liaise with the relevant service providers where necessary.
2) A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections.	Y	
3) The Utilities Plan should allow for the installation of emerging utilities technologies, such as hydrogen district cooling/heating systems and micro-grids for energy sharing.	Y	
4) Where a recycled water network is available, development shall connect to this network (refer Section 2.4). Development must be plumbed to enable connection to and use of recycled water via the third pipe network and designed in consultation with Sydney Water.	Y	

Control	Compliance	Assessment
5) Utilities are to be accommodated in the road reserve, unless otherwise required by the relevant utility authority. The design of roads will need to take this into consideration.	Y	
6) Electricity and telecommunication mains are to be placed underground.	Y	
7) Where technically feasible, compatible public utility services shall be coordinated in common trenching to maximise cost-effectiveness.	Y	
8) Premises are to be provided with high speed, high reliability telecommunications infrastructure (e.g. optic fibre or DSL technology).	Y	
9) Applicants will be required to deliver water and sewer services upgrades (in accordance with current Sydney Water procurement guidelines) to meet the anticipated demand.	Y	

Transport Investigation Areas

Control	Compliance	Assessment
Proposed Western Sydney Intermodal Terminal This section applies to land identified as Transport Investigation Area marked “A” under Clause 33B of the WSEA SEPP.		
1) Proposed development on land subject to the proposed Intermodal Terminal (refer to Section 3.4.2 and Figure 9) must make provision for the Intermodal Terminal and any road and rail access points..	N/A	The site is not identified as a Transport Investigation Area A under the Industry and Employment SEPP.
2) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and access is not adversely impacted by development		
Proposed Western Sydney Freight Line This section applies to land identified as Transport Investigation Area marked “B” under Clause 33B of the WSEA SEPP.		
3) Proposed development on land subject to the proposed Western Sydney Freight Line (WSFL) corridor (refer Figure 9) must make provision for the WSFL and access to the corridor.	N/A	The site is not identified as a Transport Investigation Area B under the Industry and Employment SEPP.

Control	Compliance	Assessment
4) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area is available and future access is not adversely impacted by development.	N/A	
5) The WSFL corridor is not to be compromised by development, including any key rail and road interfaces with the Intermodal Terminal.	N/A	
Classified Roads – Mamre Road and Proposed Southern Link Road This section applies to the Mamre Road corridor and land identified as Transport Investigation Area marked “B” under Clause 33B of the WSEA SEPP.		
6) Proposed development on land subject to Mamre Road and the proposed Southern Link Road (refer Figure 9) must make provision for the upgrade and construction of these roads and future access to the corridors.	N/A	The site is not identified as a Transport Investigation Area B under the Industry and Employment SEPP.
7) Applicants must consult with TfNSW in preparing development applications for this land to ensure an appropriate area of land is available and future access is not adversely impacted by development.	N/A	

Precinct and Subdivision Design

Subdivision

Control	Compliance	Assessment											
Subdivision is to be in accordance with the controls in Table 8. Table 7 – Subdivision controls	N/A	Not applicable. The proposed development does not involve subdivision of land.											
<table border="1"> <thead> <tr> <th>Subdivision element</th><th>Area</th><th>Control</th></tr> </thead> <tbody> <tr> <td rowspan="2">Minimum Allotment Size</td><td>IN1 General Industrial</td><td>1000m²</td></tr> <tr> <td>E2 Environmental Conservation</td><td>Single contiguous lot</td></tr> <tr> <td>Minimum Frontage</td><td>IN1 General Industrial</td><td>40m (excluding cul-de-sacs) and 35m</td></tr> </tbody> </table>	Subdivision element	Area	Control	Minimum Allotment Size	IN1 General Industrial	1000m ²	E2 Environmental Conservation	Single contiguous lot	Minimum Frontage	IN1 General Industrial	40m (excluding cul-de-sacs) and 35m		
Subdivision element	Area	Control											
Minimum Allotment Size	IN1 General Industrial	1000m ²											
	E2 Environmental Conservation	Single contiguous lot											
Minimum Frontage	IN1 General Industrial	40m (excluding cul-de-sacs) and 35m											

Control	Compliance	Assessment
<i>minimum lot width at building line</i>		
2) Subdivision design is to enable the conservation of natural and landscape features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.		
3) Subdivision design shall balance cut and fill as far as practicable. Development applications must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.		
4) Lots adjoining or containing watercourses are to maintain or establish native vegetation riparian corridors in accordance with Section 2.3.		
5) Land zoned E2 Environmental Conservation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in accordance with a Vegetation Management Plan, including ongoing monitoring and management.		
6) Subdivision design is to facilitate the precinct road network and hierarchy.		
7) Access to lots should be from local or collector industrial roads.		
8) Lots adjoining the potential intermodal terminal and dedicated freight corridor shown in Figure 17 should be larger lots (i.e. 10,000m ² or greater) to support freight and logistics development.		

Views and Visual Impact

Control	Compliance	Assessment
1) The design of subdivisions and building orientation should respond to the significant landscape elements and view corridors identified in Figure 11, including Mount Vernon, Wianamatta-South Creek and Ropes Creek. Development applications should demonstrate how the natural features of the site have influenced the design.	Y	The orientation of the proposed building responds to the surrounding context and planned location under the concept plan, and to address the street frontages.

Control	Compliance	Assessment
<i>2) Site design shall retain visual connection with the blue-green network, ridge lines and vistas.</i>	Y	The proposed development does not prohibit the visual connection with the blue-green grid.
<i>3) The design of lots adjoining Mamre Road, Southern Link Road, and Aldington/Abbotts Road shall promote a high-quality landscape character.</i>	Y	The proposed development comprises high-quality landscaping elements to complement wider 200 Aldington Road Industrial Estate.
<i>4) Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.</i>	N/A	Not applicable. The proposed development does not involve subdivision of land.
<i>5) All retaining walls must include mature tree planting along the top of the retaining wall to mitigate the visual impact of buildings when viewed from sensitive locations (refer Figure 9). Sufficient deep soil shall be available to accommodate a mature screening tree.</i>	Y	No retaining walls on the site are within the visually sensitive locations as shown on Figure 10 of the MRP DCP.

Interface with Mount Vernon Rural-Residential Area

Control	Compliance	Assessment
<i>1) Development applications for land within 250m of the southern and south-eastern Precinct boundary (refer Figure 10) are to include a Landscape Plan and Visual Impact Assessment by suitably qualified designers which demonstrate a sympathetic transition to Mount Vernon, including appropriate cross-sections illustrating visual mitigation strategies.</i>	N/A	The development is not situated within 250m, of the southern or south-eastern Precinct boundary.
<i>2) Landscape setbacks and treatments are to be in accordance with Section 4.2.3.</i>		
<i>3) A minimum 30m building setback is to be provided to buildings that directly adjoin a rural residential zone. An indicative landscape treatment within the interface area is shown in Figure 11.</i>		
<i>4) Subdivision within the visually sensitive interface (refer Figure 10) should relate to the scale of adjoining rural-residential buildings and consider the use of height transitions and more generous building separation.</i>		
<i>5) The design of sites adjoining rural-residential areas should respond to natural level changes and use a combination of mounding and vegetation screening to soften the visual impact.</i>		

Control	Compliance	Assessment
6) Tree planting shall be located to provide a visual barrier to industrial development. Mature tree planting is to be located on the top of landscape mounds, as well as on the rise or fall, to ensure the lower tree canopy meets the canopy of the tree on the top of the mound. The placing of trees shall also be staggered to ensure a continuous visual screen.		
7) At planting, trees within the sensitive interface area should be a minimum 2m in height.		
8) Boundary fences within the sensitive interface area should be a minimum 1.8m in height.		
9) Site design shall minimise light spill to adjoining residential areas (refer Section 4.2.10).		
10) Uses and building elements that are likely to adversely impact the amenity of adjoining rural-residential areas (e.g. loading areas, driveways, storage areas and roof top equipment) shall be sited away from the sensitive interface and use landscaped screening. Note. Development applications must also address Section 4.3 Amenity of this DCP and Clause 23 of the WSEA SEPP.		

Transport Network

Control	Compliance	Assessment
3.4.1 Road Network, Hierarchy and Design		
Traffic and Transport Assessments		
1) Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide, and assess the impact of projected pedestrian and vehicular traffic associated with the proposal, and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system. Note: Development identified in Schedule 3 of SEPP (Infrastructure) 2007 is referred to TfNSW (Column 2) or Council's Local Traffic Development Committee (Column 3), as required.	Y	A Transport Impact Assessment has been prepared by Ason Group (Appendix I). It demonstrates that the traffic generation of the proposed development and the overall cumulative development generated by the 200 Aldington Road Estate is less than that assessed under the Concept Approval (SSD-10479).

Control	Compliance	Assessment
2) Subdivision and development are to consider the coordinated staging and delivery of final road infrastructure throughout the precinct. Development consent will only be granted to land serviced by a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).	Y	The proposed development will be accessible via the Aldington Road, Abbots Road and Abbots Road / Aldington Road upgrade.
Road Network		
3) The Precinct shall be developed generally in accordance with the desired road network structure and hierarchy (Figure 12). The road network will comprise the arterial roads of Mamre Road and the future Southern Link Road (Movement Corridors), Aldington Road/ Abbots Road (distributor road) and an indicative internal industrial local and collector road network.	Y	Complies. The proposed development is consistent with the Concept Approval (SSD-10479).
4) Until the delivery of the connection of Aldington Road to the future Southern Link Road, all development accessed from Aldington Road and Abbots Road is to be accessed via the southern end of Aldington Road/ Abbots Road and Mamre Road. Access to the north via Bakers Lane is not permitted.	Y	Complies. All future development traffic will go via the upgraded Aldington Road, Abbots Road and Abbots Road / Aldington Road until the delivery of the southern link road and northern Aldington Road upgrades.
5) The centre line for all Local Industrial Roads and Collector Industrial Roads shall be on the common cadastre boundary between adjoining lot plans unless otherwise agreed by adjoining owners.	Y	Complies.
6) Internal local roads are to be designed to: Create a permeable network based on a modified grid system; Provide access to and facilitate the development of adjoining properties; Provide a pedestrian and cycle network that minimises travel distances and conflicts with industrial traffic; Maximise connectivity to and from open space and employment service hubs; Take account of topography, view corridors, site drainage, and vegetation; Provide frontage to and maximise surveillance of open space and riparian corridors; Provide views to landscape features and visual connections to activity nodes; and Maximise the effectiveness of water sensitive urban design measures.	N/A	Not applicable. The proposed development does not include the construction of internal access roads.
7) Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal:		

Control	Compliance	Assessment
<i>Will not detrimentally impact on access to adjoining properties;</i> <i>Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties;</i> <i>Will not impede the orderly development of adjoining properties in accordance with the Structure Plan (Figure 2) and this DCP;</i> <i>Does not restrict the ability to provide water, sewer, electricity and other essential services to adjoining properties; and</i> <i>Includes written evidence of consultation with affected adjoining owners and agreement with these affected owners.</i>		
8) A public road is to adjoin land zoned RE1 Public Recreation along Wianamatta-South Creek precinct in accordance with Figure 12.	N/A	Not applicable.
9) Access points shall be located to optimise safety, traffic flow and landscape opportunity, as well as end user operations. All parking shall be provided either on site or in centralised offroad locations.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
10) Direct vehicle access to Mamre Road, Southern Link Road and distributor roads (Aldington Road/ Abbotts Road) is not permitted.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
11) All intersections within the internal road network shall incorporate traffic facilities, which promote safe and efficient pedestrian, cyclist and traffic movement.	N/A	Not applicable. The proposed development does not include the construction of internal access roads.
12) The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.	N/A	Not applicable. The proposed development does not include the construction of internal access roads.
13) Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools.	Y	Complies. All future development traffic will go via the upgraded Aldington Road, Abbotts Road and Abbotts Road / Aldington Road until the delivery of the southern link road and northern Aldington Road upgrades.
14) Internal road network intersections are to be provided at the following minimum intervals: Local to local industrial road – 40m-60m;	N/A	Not applicable. The proposed development does not include the construction of internal access roads.

Control	Compliance	Assessment
Local to collector/distributor road – 100-200m; and Collector/distributor to sub-arterial – 400m-500m. Accommodate heavy vehicle parking and manoeuvring areas; Avoid conflict with staff, customer and visitor vehicular movements; and Ensure satisfactory and safe operation with the adjacent road system.		
15) Development shall, where appropriate, be designed to: Allow all vehicles to either leave or enter the site in a forward direction; Accommodate heavy vehicle parking and manoeuvring areas; Avoid conflict with staff, customer and visitor vehicular movements; and Ensure satisfactory and safe operation with the adjacent road system.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
16) Development applications shall detail the volume, frequency and type of vehicle movements.	Y	Complies. Refer to the Transport Impact Assessment prepared by Ason Group (Appendix I).
17) The design of manoeuvring areas for large vehicles shall consider the Australian Standard 2890 series and Performance Based Standards An Introduction for Road Managers (National Heavy Vehicle Regulator – May 2019).	Y	Complies. Refer to the Transport Impact Assessment prepared by Ason Group (Appendix I).
Road Design		
18) Road design is to address the Guide for Traffic Generating Development (former RTA 2002).	N/A	Not applicable. No roads are included as part of the proposed development
19) Road design must comply with the road configurations in Table 8 and corresponding typical road cross-sections (Figure 12, Figure 13, Figure 14, Figure 15, and Figure 16)..	N/A	
20) The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles	N/A	
21) To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.	N/A	

Control	Compliance	Assessment
22) Road design shall consider arrangements for broken down vehicles and incident response.	N/A	
23) For roads adjoining open space, finished road design levels shall match with existing levels of open space and negate the need for retaining walls or battering. Design is to address: Public access to open space; Function of the road; Impact on existing vegetation; Public amenity; Public safety; and Impact on ability to provide street tree planting.	N/A	
24) Alternate road configurations may be considered in special circumstances where it can be demonstrated the following key principles can be achieved: Road and lane widths must allow for two-way movement and turning movements of design vehicles, including consideration for buses, heavy vehicles, garbage trucks and emergency vehicles; Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes: Adequate on-street parking must be provided; Adequate swept turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle; Road widths must be set to minimise kerbside restrictions and regulatory signage; Sufficient width must be provided for specialist drainage functions; and Life cycle costs for construction and maintenance must be minimised.	N/A	
3.4.2 Western Sydney Intermodal Terminal and Freight Network		
1) Development is to enable the delivery of the Intermodal Terminal and dedicated freight network, as identified in Figure 17.	N/A	The development is not located on or adjacent the dedicated freight network.

Control	Compliance	Assessment
2) Land identified for the intermodal facility is to be integrated with a dedicated freight network to the south, via a road crossing of future Southern Link Road.		
3) Development applications for lots including or adjacent to the dedicated freight corridor shall make provision for the dedicated freight corridor.		
4) The dedicated freight corridor shall be a minimum of 10.0m wide and meet the design requirements specified by Transport for NSW.		
5) Development applications for lots with an identified access point (refer Figure 17) shall demonstrate how access to and from the dedicated freight corridor will be achieved.		
6) All fire compliant internal access roads are to be a minimum of 8.0m wide to safeguard for a precinct-wide AGV freight network unless development applications can demonstrate how an AGV freight network can be safeguarded within their development.		
3.4.3 Public Transport, Pedestrian and Cycle Network		
Desired Public Transport, Pedestrian and Cycle Network		
1) Bus stops should be provided, if identified by bus operators and TfNSW in consultation with Council as part of the development application process.	N/A	Not applicable. This consideration has been addressed as part of the Concept Approval (SSD-10479).
2) Development is to respond to the provision of a future bus link to the M4 Motorway.	N/A	
3) Pathways for cyclists and pedestrians are to be provided that integrate with regional active transport connections, and links to key catchments and employment hubs across WSEA.	N/A	
Public Transport		
4) The road network is to be designed in accordance with this DCP, to ensure public transport (i.e. buses) can be accommodated along key roads to support early adoption of good travel practices by future workers.	N/A	Not applicable. This consideration has been addressed as part of the Concept Approval (SSD-10479).

Control	Compliance	Assessment
5) Indented bus bays should be provided along Aldington Road and Abbotts Road, as required by TfNSW as part of the public exhibition process for a development application	N/A	
Pedestrian Connections		
6) All footpaths are to be consistent with the relevant requirements of Walking Space Guide - Towards Pedestrian Comfort and Safety (NSW Government).	N/A	Not applicable. This consideration has been addressed as part of the Concept Approval (SSD-10479).
7) Footpaths should have ramps at all kerb corners for wheelchairs and pram access and cater for all people with diverse abilities in line with current Australian Standards.	N/A	
8) Street lighting in accordance with the provisions of AS1158 should be provided in all streets.	N/A	
9) Pedestrian crossing distances in local streets should be shortened through kerb extensions and tight turning radii, which can cause vehicular traffic to slow to negotiate the tighter corners.	N/A	
10) To enable comfortable passage for all people with diverse abilities, footpaths must be: Provided on both sides of the road; A minimum of 1.5m wide on one side; A minimum of 2.5m shared path on the opposing side (with the exception of distributor roads, refer to Table 9); A minimum of 3.0m on approach routes to predictable destinations such as employment hubs and parks; and A minimum width of 3.5m for shared paths for recreational use within open space and environmental corridors.	N/A	
11) A durable, non-slip surface and even paving is to be designed and constructed for minimum maintenance. Continuous pathways, uninterrupted by variations in surface material must be provided.	N/A	
12) Gradients from pathways to streets are to be minimal, safe and comfortable for people with limited mobility and those using wheelchairs, prams and trolleys in line with current Australian Standards.	N/A	
13) Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists.	N/A	

Control	Compliance	Assessment
14) A smooth transition from ramps to roads is to be provided for people using wheelchairs or prams. Ramps should be designed in accordance with appropriate design guidelines and be as wide as the pathway or marked crossing point to eliminate squeeze points at transition areas.	N/A	
15) Reconstructed driveways/pathways are to achieve a useable cross slope for a width of 915mm. Cars must slow to negotiate the two steeper ramps on either side of the pathway crossing, but will not 'bottom out' at these angles (Preiser. W and Ostroff E (2001) Universal Design Handbook McGraw-Hill).	N/A	
Cycleways		
16) All cycle routes and facilities are to be consistent with the relevant requirements of Austroads Cycling Aspects of Austroads Guides and former RMS Bicycle Guidelines including line-marking, signage and logos and Council policies regarding bicycle access.	N/A	Not applicable. This consideration has been addressed as part of the Concept Approval (SSD-10479).
17) Pedestrian and cycle routes and facilities in public spaces are to encourage way finding and be convenient, safe, well lit, clearly defined, functional and accessible to all.	N/A	
18) Shared paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard 1428:1-4.	N/A	

Council Engineering Works and Construction Standards

Control	Compliance	Assessment
1) Engineering works shall be consistent with Council's standards, as amended: Stormwater Drainage Specifications for Building Developments; Council's Water Sensitive Urban Design (WSUD) Technical Guidelines; Engineering Design Specifications for Civil Works; and Engineering Construction Specifications for Civil Works.	Y	Noted.

General Requirements for Industrial Development Site Analysis

Control	Compliance	Assessment
1) All development applications are to be accompanied by a Site Analysis Plan.	Y	Refer to the Architectural Drawings (Appendix B) and EIS.

Built Form Design Controls

Control	Compliance	Assessment
4.2.1 Building Height		
1) Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural residential areas, environmental and open space areas, riparian corridors and ridgelines.	Y	The proposed height and massing of the buildings have been designed to best suit the natural attributes of the site and its surrounds, within the context of the defined DCP road layout and building orientation requirements, and the scale and typology of the development permitted and encouraged in the DCP Precinct Vision. Lot O does not adjoin any rural-residential areas.
2) Buildings should not exceed a maximum height of 16m from the existing ground level within 250m of a rural-residential zone. For all other sites, a maximum building height of 20m from existing ground level is permitted.	N/A	Not applicable. The site is not within 250m of rural-residential zoned land.
3) Should the nature of the business require that part of the building exceeds the 20m building height control (e.g. high bay warehouses), the proponent must demonstrate that the taller element will not create unacceptable solar, wind and visual impacts to surrounding sensitive uses or impact on the environmental and open space lands or the public domain.	Y	The building height of the proposed development is consistent with the Concept Approval (SSD-10479).
4) Taller building elements over 15m should be set back from the street frontage.	Y	Complies.
5) Building height must ensure direct solar access to public domain, including street trees and footpaths, open space and environmental areas, between the hours of 11:00am and 2:00pm at the winter solstice, 21 June. Shadow diagrams must demonstrate this outcome.	Y	Complies.

Control	Compliance	Assessment
6) Building services located on the roof (such as HVAC, lift motor room, exhaust fans, etc) must be accommodated within the maximum permissible height of the building and away from the street frontage or sensitive interfaces where possible.	Y	Complies.
7) A Visual Impact Assessment is to be submitted with development applications demonstrating that development will not have a significant adverse impact on the scenic quality of: The Precinct, particularly when viewed from elevated locations and view lines identified in Figure 10; Wianamatta-South Creek; and Adjoining rural-residential areas	Y	A Visual Impact Assessment has been prepared by Arcadia (Appendix Z) which demonstrates that the proposed development will not have a significant adverse impact on scenic quality.
8) Buildings should be sited on mid-slope to minimise visual impact on ridges and to be in harmony with the existing landscape. Where possible, buildings should be designed to "step" physically up or down the site in keeping with the existing topography.	Y	The proposed development is appropriately sited on the sloping topography and is consistent with the parameters approved under the Concept Approval (SSD-10479). Refer to the Visual Impact Assessment (Appendix Z).

4.2.2 Building Setbacks

1) Building setbacks are to be in accordance with the standards outlined in Table 10.
Table 10. Building setback requirement

Y
Complies with building envelopes established under SSD-10479 (as modified).

Location	Distance (m)
Lots fronting designated roads (Mamre Road and Potential Southern Link Road)	20
Lots fronting key access roads (distributor and collector roads)	12
Lots fronting all other roads (local estate roads)	7.5

Control		Compliance	Assessment
Secondary road frontages (corner lots)	5		
Rear and side boundaries	5		
Lots adjoining existing rural-residential development in Mount Vernon	Refer to Section 3.3		
Lots adjoining Warragamba Water Supply Pipeline (unless specified elsewhere in this DCP)	5		
Lots adjoining the proposed Intermodal Terminal (setback from any boundary that adjoins the Intermodal Terminal site)	20		
Lots adjoining the proposed WSFL corridor	5		
Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)	10m from the edge of E2, RE1 and RE2 land, unless separated by a road, and then no setback is required.		
2) Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding Mamre Road and proposed Southern Link Road): Landscaping; Maintenance/rehabilitation of biodiversity corridors or areas;		Y	Complies. Refer to the Architectural Drawings (Appendix B).

Control	Compliance	Assessment
Utility services installation; Cross-overs; Fire access roads; Approved signage; Street furniture; or Drainage works.		
3) Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved. Setbacks to public roads may incorporate loading dock manoeuvring areas and associated hard stand if set behind a landscape setback of at least 6.0m to the property boundary.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
4) Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area: Is within a setback at least 13.0m in depth, as measured from the property boundary to the building line, and set behind a landscape setback at least 6.0m in depth; Promotes the function and operation of the development; Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and Does not detract from the streetscape values of the locality.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
5) The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also 4.2.3 Landscaping).	Y	The proposed development includes a centrally located hardstand area with built form addressing the street, supported by landscaping.
6) Additional setbacks may be applicable to avoid construction over easements.	N/A	Not Applicable.
7) For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 18).	Y	Complies. Refer to the Architectural Drawings (Appendix B).
4.2.3 Landscaping		

Control	Compliance	Assessment
1) Development proposals must demonstrate a 10% tree canopy on development lot (excluding public roads and any non-industrial land). This includes preserving existing trees, where possible, and adding to the existing canopy to provide green infrastructure and amenity. This control can be measured at estate or lot scale, depending on the subject land of the development application. Where the tree canopy strategy is established at an estate level, the approval should establish the framework for individual lots, where future development applications will be required. If the control is satisfied at an estate scale, the 10% tree canopy control does not need to apply again to individual lots, if they are consistent with the concept plan or estate approval.	Y	The proposed development includes a 14.6% tree canopy under the ultimate scenario. Refer to the Landscape Drawings (Appendix S).
2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.	Y	Landscape Drawings have been prepared by Arcadia (Appendix S).
3) Landscaped area is to be provided in accordance with Table 11. Table 11. Minimum landscape requirements	Y	Complies. Refer to the Landscape Drawings (Appendix S).
Location	Requirement	
Lots fronting designated roads (Mamre Road and Potential Southern Link Road)	10m landscape setback to the road frontage	
Lots fronting key access roads (distributor and collector roads)	6m or average 50% of the front setback from the site boundary along the road frontage	
Lots fronting all other roads (local estate roads)	Average of 50% of setback along the road frontage	
Rear boundary	2.5m from the rear boundary	
Side Boundary	No minimum requirement	

Control		Compliance	Assessment
<i>Lots adjoining existing rural-residential development in Mount Vernon</i>			
<i>Refer to Section 3.3.</i>			
<i>Lots adjoining land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)</i>			
<i>5m landscape setback from the edge of the E2, RE1 and RE2 zoned land, unless separated by a road</i>			
4) A minimum 15% of the site area is to be pervious surfaces, achieved through landscaping and/or the use of permeable paving materials. Perviousness is to be calculated in accordance with the following index: Deep soil (one metre or more in depth, connected subsoil) – 100% Shallow soil (less than one metre in depth, not connected to subsoil) – 75% Permeable pavement – 50% Hardstand – 0%		Y	The proposed development on Lot O comprises 14.33% permeability, and the estate as a whole comprises 22% permeability, refer to the Landscape Drawings (Appendix S and Appendix NN). The proposed development is consistent with the Concept Approval (SSD-10479) and achieves 15% permeability across the 200 Aldington Road Industrial Estate
5) Existing remnant vegetation and paddock trees shall be retained within setback areas and enhanced as an integral part of the landscaping proposals for each development.		N/A	Not applicable.
6) Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.		N/A	Not applicable.
7) Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shadow and cool the building.		Y	Complies. Refer to the Landscape Drawings (Appendix S).
8) Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.		N/A	Not applicable.
9) Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.		Y	Complies. Refer to the Architectural Drawings (Appendix B).

Control	Compliance	Assessment
10) Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	Y	Complies. Refer to the Landscape Drawings (Appendix S).
11) Paving, structures and wall materials should complement the architectural style of buildings	Y	Complies. Refer to the Landscape Drawings (Appendix S).
12) The selection and location of proposed trees and other landscaping plants is to: Be consistent with the preferred trees identified in Appendix C; Consider the use of local native vegetation communities; Re-use of native plants or topsoil removed during earthworks; Contribute to the management of soil salinity, water levels and soil erosion; Ensure tree species being low maintenance and drought tolerant; Consider the capacity of the species to contribute to tree canopy cover; Ensure invasive turf (including Kikuyu) is not used in areas adjoining remnant vegetation within environmental conservation and recreation areas and riparian corridors, or within landscape buffers; Incorporate a diverse range of flora species for to increase species resilience; and Consider service authority requirements in easement locations.	Y	Complies. Refer to the Landscape Drawings (Appendix S).
13) Street tree planting is to: Target a minimum container pot of 75L; Provide continuous canopy along road corridors, including appropriate spacing; Be setback a minimum 600mm from the back of kerb to tree centreline; and Take account of sight line requirements near intersections.	N/A	Street planting was addressed as part of the Concept Approval (SSD-10479).
14) Sufficient area/space is to be made available to allow trees to grow to maturity and not damage local infrastructure.	Y	Complies. Refer to the Landscape Drawings (Appendix S).
15) No plant species that are considered a Weed of National Significance and/or a Noxious Weed in New South Wales shall be used.	Y	Complies. Refer to the Landscape Drawings (Appendix S).

Control	Compliance	Assessment
16) Local Indigenous groundcovers should be considered as a turf alternative in areas not specifically designed for pedestrian use.	Y	Complies. Refer to the Landscape Drawings (Appendix S).
4.2.4 Communal Areas		
1) Each building shall be provided with at least 1 communal area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.	Y	Each of the offices includes communal spaces. Refer to the Architectural Drawings (Appendix B).
2) In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
3) Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water etc. commensurate with the scale of the development, activities, and anticipated number of workers. Consider opportunities for small scale active recreation uses, such as a basketball half court or table tennis.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
4) Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
5) Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
4.2.5 Building Design		
1) Developments with a construction cost of \$1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)).	Y	The project will achieve a 4 stars Green Star or 4.5 stars NABERS rating will be achieved by the proposed development, as demonstrated through the provision of rooftop PV cells and other sustainability measures.
2) An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.	Y	A Regulatory Compliance Report has been prepared by BM+G (Appendix P).
Siting/Building Orientation		

Control	Compliance	Assessment
1) Buildings shall be oriented so building frontage is parallel with the primary street frontage.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
2) Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
3) Siting and building orientation shall consider landscaping requirements (refer Section 4.2.3), including the best location for tree planting to shade and screen development.	Y	Complies. Refer to the Landscape Drawings (Appendix S).
4) Building design should minimise overshadowing within the site and on adjoining buildings.	Y	Complies.
5) Buildings should be oriented so that loading, servicing and large areas of car parking (i.e. greater than 20 spaces) are accommodated to the rear or the side of the site and not directly visible from the public domain.	Y	Complies.
Architectural Design		
6) The design of facades along the primary street frontage(s) should strengthen passive surveillance and streetscape character, such as through the use of glazing for the office or administration components of the building.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
7) External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
8) Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
9) In visually sensitive locations, such as adjoining the Mount Vernon rural-residential area, the colour and material palette should utilise muted tones of the natural landscape and avoid bright bold colours and textures.	N/A	Not applicable.
10) Large expanses of wall or building mass should be relieved by the use of articulation, variation in construction materials, fenestration or alternative architectural enhancements (refer Figure 19 and Figure 20).	Y	Complies. Refer to the Architectural Drawings (Appendix B).
11) Energy efficient design principles shall be employed in all building designs (Figure 21).	Y	Complies. Refer to the Architectural Drawings (Appendix B).

Control	Compliance	Assessment
12) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
13) Courtyard and screen walls shall be in the same material as the building facades.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
14) The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.	Capable of Compliance	The design and location of plant equipment is to be finalised as part of the detailed design.
15) The design of the main office and administration components shall: Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition; Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and Incorporate the principles of Universal Design.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
16) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
17) Roof design must provide natural illumination to the interior of the building.		
Environmentally Sustainable Design		
18) Development applications shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: Building and window orientation; Window size and glass type; Material, colour and surface treatments (note control 19 in relation to roof colour); Insulation; Landscaping and trees to provide shade and moderate the building microclimate; Natural ventilation and light with generous, all weather openings;	Y	Complies. Refer to the Sustainability Report (Appendix V) and Architectural Drawings (Appendix B).

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

Control	Compliance	Assessment
1) Storage areas are to be located within the building, where practical.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
2) External storage areas must be located behind the front building setback, not be visible from a public place, and be consistent with the design of the primary development. The following matters must be addressed in designing external storage areas: The proposed height and on-site arrangement of stored goods; The visual and amenity impact of the storage area and how this is proposed to be minimised (orientation, screening with landscaping and/or solid fencing, etc.), particularly where the development interfaces with Mount Vernon; Access arrangements; and o Noise, odour and safety issues.	Y	
3) For sites with multiple frontages, either to roads or other public spaces, the location and orientation of external storage areas shall minimise visual impact from all potential viewpoints.	Y	
4.2.7 Storage, Transportation, Handling and Processing of Chemical Substances		
1) Development involving the storage, transportation and processing of chemical substances shall have regard to the requirements of State Environmental Planning Policy No. 33 - Hazardous and Offensive Development.	Y	Refer to the Resilience and Hazards Report prepared by Riskcon Engineering (Appendix T).
2) A Chemical Use and Storage Report is to accompany development applications involving the storage, transportation and/or processing of chemical substances, except where: The chemicals are of household or hospital grade and used for routine cleaning; The total quantity of chemicals used or stored does not exceed 100 litres; or The chemicals are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment.		
3) Development applications shall outline methods for the storage and handling of chemical substances and measures to manage potential spills, such as bunding developed in accordance with the EPA's Bunding and Spill Management Guidelines.		
4.2.8 Signage and Estate Entrance Walls		

Control	Compliance	Assessment
1) All advertising is required to be: Constructed of high quality, durable materials; Considered in conjunction with the design and construction of buildings; Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and Contained wholly within the site.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
2) Free standing pylon signage must not exceed 10m in height from finished ground level and 2m width. No signage is permitted in the bottom 2m of the structure.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
4) Sky signs and roof signs that project vertically above the roof of a building are not permitted.	N/A	Not applicable. No sky or roof signage is proposed.
5) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level. 6) Signs should generally be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
7) Signs are to be contained fully within the confines of the wall or awning to which it is mounted.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
8) In the case of multiple occupancy of a building or site: Each development should have a single directory board listing each occupant of the building or site; Only one sign is to be placed on the face of each premises either located on or over the door; and Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
Illuminated Signage		
9) Illuminated signs are not to detract from the architecture of the building during daylight.	Y	Complies. Refer to the Architectural Drawings (Appendix B).

Control	Compliance	Assessment
10) Illumination (including cabling) of signs is to be either: Concealed; Integral with the sign; Provided by means of carefully designed and located remote or spot lighting	Y	Complies. Refer to the Architectural Drawings (Appendix B).
11) A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment.	Noted	-
12) Up-lighting of signs is prohibited. External lighting of signs is to be downward pointing and focused directly on the sign and is to minimise the escape of light beyond the sign.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
13) A maximum of one illuminated sign is permitted on each elevation of each building.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
14) Illuminated signage shall be oriented away from residential receivers.	N/A	Not applicable. The site is not located in close proximity to residential receivers.
4.2.9 Safety and Surveillance		
1) A Crime Risk Assessment Report must be prepared for the development of new buildings.	Y	A CPTED Report has been prepared by Colliers Urban Planning (Appendix FF).
2) Buildings should be designed to overlook public domain areas and provide casual surveillance.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
3) Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
4) Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
5) Development should provide clear sight lines and well-lit routes between buildings and the street, and along pedestrian and cycle networks within the public domain.	Y	Complies. Refer to the Architectural Drawings (Appendix B).

Control	Compliance	Assessment
6) Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.	Y	Complies. Refer to the Landscape Drawings (Appendix S).
4.2.10 Lighting		
1) Lighting details shall be provided as part of development applications.	Capable of Compliance	The lighting design is to be developed as part of the detailed design.
2) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.	Capable of Compliance	
3) Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.	Capable of Compliance	
4) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites or sensitive receivers, such as rural-residential areas.	Capable of Compliance	
4.2.11 Fencing		
1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	Y	Complies. The proposed development includes palisade fencing along the street frontages and chain link fencing along inter-lot boundaries. Refer to the Fencing details Signage details of the Architectural Drawings (Appendix B).
2) Palisade fencing is encouraged.	Y	
3) Solid fences above 1 metre in height are not permitted along street frontages.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
4) No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.	Y	Complies. Refer to the Architectural Drawings (Appendix B).
5) High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line (refer to Figure 22). The design of the landscape setback should consider site security management.	Y	Complies. Refer to the Architectural Drawings (Appendix B).

Amenity

Control	Compliance	Assessment
4.3.1 Noise and Vibration		
1) Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.	Y	Refer to the Noise Impact Assessment (Appendix K).
2) Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).	Y	Refer to the Noise Impact Assessment (Appendix K).
3) An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods.	Y	A Noise Impact Assessment has been prepared by SLR Consulting (Appendix K).
4) An Acoustic Report shall be prepared for developments within 500m of rural-residential areas and other sensitive receivers, including educational establishments.	Y	
5) Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.	Y	Refer to the Noise Impact Assessment (Appendix K).
6) The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.	Y	Complies.
7) Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.	Y	Complies. Refer to the Noise Impact Assessment (Appendix K).
8) Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.	N/A	The proposed development is not located in close proximity to rural-residential receivers.

Control	Compliance	Assessment
9) Development shall comply with the relevant Australian Standards for noise and vibration.	Y	Complies. Refer to the Noise Impact Assessment (Appendix K).
10) A qualified acoustical consultant is to certify any acoustic design measures have been satisfactorily incorporated into the development at construction certificate stage and validate the criteria at occupation certificate stage.	Y	Complies. Refer to the Noise Impact Assessment (Appendix K).
4.3.2 Trading and Operating Hours of Premises		
1) The consent authority shall have regard to the likely impact of the trading hours of a particular activity on the amenity of adjoining sensitive receivers including rural-residential areas and educational establishments.	Y	The proposed development is to operate 24 hours, 7 days a week consistent with the Concept Approval (SSD-10479).
4.3.3 Air Quality		
1) Any development likely to, or capable of, generating air emissions must comply with the Protection of the Environment Operations Act 1997 and associated regulations.	Y	An Air Quality Advice letter has been prepared by RWDI (Appendix Q) which confirms the findings of the air quality assessment undertaken as part of the Concept Approval (SSD-10479) remain applicable to the proposed development.
2) An Air Quality and Odour Assessment is required for development that may have an adverse impact on local and regional air quality, including construction impacts on adjoining rural-residential areas.		
3) The Air Quality and Odour Assessment should be in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2017) and/or The Technical framework - assessment and management of odour from stationary sources in NSW (EPA 2006) and include but not be limited to: Characterisation of all emissions; Measures to mitigate air impacts, including best practice measures; and Details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment.		
4) Developments that involve back up power generation of electricity with diesel equipment that has the capacity to burn more than 3 megajoules of fuel per second must include a best practice review of reasonable and feasible diesel emission reduction technology	N/A	

Earthworks and Retaining Walls

Control	Compliance	Assessment
4.4.1 Development on Sloping Sites		
1) <i>Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.</i>	Y	The proposed development only involves minor earthworks and is generally consistent with the Concept and Stage 1 Approval (SSD-10479).
2) <i>Where practicable, site design shall balance cut and fill and minimise the extent of earthworks and need for retaining walls (refer Section 3.1).</i>	Y	
3) <i>A Geotechnical Report is to be submitted with applications proposing to change site levels.</i>	Y	
4) <i>Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards.</i>	Y	
5) <i>Level transitions must be managed between lots and not at the interface to the public domain</i>	Y	
6) <i>Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level).</i>	Y	
7) <i>Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. An indicative tiered retaining wall is shown in Figure 23. The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m.</i>	Y	
8) <i>The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped.</i>	Y	
9) <i>The highest retaining wall element is to be suitably fenced for safety.</i>	Y	
10) <i>Imported fill is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.</i>	Y	The proposed development will comply. Refer to the Civil Drawings (Appendix J).
11) <i>Where possible, fill material should be sourced from within the Precinct.</i>	Y	

Control	Compliance	Assessment
12) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.	Y	
13) All retaining walls proposed for the site are to be identified in the development application for the proposed development.	Y	Refer to the Civil Drawings prepared by AT&L (Appendix J). Retaining walls have been approved under SSD 10479.
14) Retaining wall design and materials shall complement architectural and landscape design.	Y	Refer to the Architectural Drawings (Appendix B) and Landscape drawings (Appendix S).
15) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use.	N/A	All existing topsoil was excavated and stockpiled as part of the approved Stage 1 Development works (SSD 10479).
16) Earthworks in the floodplain must address Section 2.5 and Clause 33H of the WSEA SEPP.	N/A	Not applicable.
4.4.2 Erosion and Sediment Control		
1) Development applications must include an Erosion and Sediment Control Plan (ESCP) prepared by a Certified Professional in Erosion and Sediment Control (CPESC).	Y	An Erosion and Sediment Control has been prepared (Appendix M).
2) The ESCP is to be implemented under the supervision of a CPESC. The relevant consent authority will require the CPESC to regularly audit and certify that the works are suitable to protect Wianamatta-South Creek and its tributaries, including audit reports.	Y	Complies.
3) Soil erosion and sediment control measures are to be provided on-site before the commencement of any earthworks or development activity, in accordance with the approved ESCP. These must be maintained throughout the course of construction until disturbed areas have been revegetated and the soil stabilised to the satisfaction of the relevant consent authority.	Y	Complies.
4) Development is to comply with the construction phase targets in Table 5.	Y	Complies.
5) Erosion and sediment control measures are to be installed in accordance with best practice (including Managing Urban Stormwater – Soils and Construction and Best Practice Erosion and Sediment Control, IECA).	Y	
6) The ESCP is to consider the following measures:	Y	

Control	Compliance	Assessment
<i>Identify all areas likely to cause pollution of waterways from stormwater run-off and implement appropriate devices to stop the risk of pollution;</i> <i>Divert clean water around the construction site to prevent contamination;</i> <i>Retain as much natural vegetation as possible and limit site disturbance;</i> <i>Control stormwater that enters the construction site from upstream;</i> <i>Divert stormwater from undisturbed upper slopes onto stable areas;</i> <i>Retain and stockpile all excavated topsoil for future landscaping;</i> <i>Prevent sediment/silt from entering adjoining property by installing sediment control devices at the low side of sites and wash down areas;</i> <i>Install high efficiency sediment basins to ensure compliance with the water quality target throughout the construction and building phases;</i> <i>Provide a single, stabilised entry/exit point to the site;</i> <i>Prevent sediment, including building materials, from reaching the road or stormwater system. Sediment is to be removed by sweeping, shovelling or sponging. Under no circumstances shall sediment be hosed;</i> <i>Where a work zone permit over public property is applicable, debris control devices are to prevent spillage of building materials into stormwater drains;</i> <i>Compact all drainage lines when backfilling;</i> <i>Connect downpipes to the stormwater system as early as possible;</i> <i>Revegetate all disturbed areas, after on-site works are completed; and</i> <i>Maintain all sediment control devices during earthworks and construction.</i>		

Waste Minimisation and Management

Control	Compliance	Assessment
<i>1) Development applications shall include a Waste and Resource Recovery Management Plan (WRRMP) developed by an appropriate specialist. The WRRMP is to outline the waste likely to be generated by the development and methods of managing the generation, storage and disposal of wastes in an integrated way during construction and operation.</i>	Y	A Waste Management Plan has been prepared (Appendix AA and BB).

Control	Compliance	Assessment
2) The WRRMP should address the following matters: <i>The types and volumes of waste and recyclables generated;</i> <i>Details of on-site storage and/or treatment of waste;</i> <i>Disposal of waste generated which cannot be re-used or recycled; and</i> <i>Ongoing management of waste during the operational phase of the development.</i>	Y	Complies. Refer to the Waste Management Plan (Appendix AA and BB) and Architectural Drawings (Appendix B).
3) Waste storage and collection areas should be: <i>Flexible in their design to allow for future changes in the activities and tenancies;</i> <i>Located away from primary street frontages, where applicable;</i> <i>Suitably screened from public areas to minimise noise, odour and visual impacts;</i> <i>Designed and located to consider possible traffic hazards (pedestrian/vehicular);</i> <i>Accessible to collection vehicles;</i> <i>Compatible with the collection service(s) to be used; and</i> <i>Designed to encourage the separation of materials.</i>	Y	
4) The design of waste storage and collection areas must consider: <i>Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers;</i> <i>Placing food scraps in specialised containment bins, with regular collection;</i> <i>Providing refrigerated garbage rooms where there are large quantities of perishable wastes and infrequent collections; and</i> <i>Placing clinical or hazardous and liquid waste in specialised containment bins for collection by specialised services.</i>	Y	
5) Grease traps must be provided where there is a likelihood of liquid waste entering the drainage system (contact Sydney Water to obtain trade waste requirements).	Y	
6) For communal storage/collection facilities, each tenant should have a designated area.	Y	

Access and Parking

Control	Compliance	Assessment
4.6.1 Parking and Manoeuvring Areas		
1) On-site car parking is to be provided to a standard appropriate to the intensity of the proposed development as set out in Table 12. Parking is to meet AS 2890 and AS 1428. Table 12. Minimum parking rates	Y	Complies. Refer to the Transport Impact Assessment (Appendix I) and Architectural Drawings (Appendix B)
Activity Parking Requirement		
Freight Transport Facilities	1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility	
Industries	1 space per 200m ² of gross floor area or 1 space per 2 employees, whichever is the greater	
Vehicle Body Repair Workshops/ Vehicle Repair Stations	3 spaces per 100m ² of gross floor area or 6 per work bay, whichever is the greater	
Warehouses or distribution centres	1 space per 300m ² of gross floor area or 1 space per 4 employees, whichever is the greater	
Ancillary office space	1 space per 40m ² of gross floor area	
Neighbourhood shops	1 space per 40m ² of gross leasable area	
Other Uses	In accordance with TfNSW Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This	

Control		Compliance	Assessment
	<i>may require the applicant to submit a car parking report from a suitably qualified traffic consultant.</i>		
<i>Accessible Parking</i>	<i>Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890.</i>		
<i>Bicycle Parking</i>	<i>1 space per 600m² of gross floor area of office and retail space (over 1200m² gross floor area) 1 space per 1000m² of gross floor area of industrial activities (over 2000m² gross floor area)</i>		
<i>2) For activities not identified in Table 12, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) and AS 2890 should be referred to as a guide.</i>		N/A	Not applicable.
<i>3) Car parking and associated internal manoeuvring areas provided over and beyond the requirements of this DCP shall be calculated as part of the development's gross floor area.</i>		N/A	Not applicable.
Design of Parking and Manoeuvring Areas			
<i>4) The design of car parks and spaces must comply with the relevant Australian Standards.</i>		Y	Complies. Refer to the Transport Impact Assessment (Appendix I).
<i>5) The movement of pedestrians throughout the car park shall be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles.</i>		Y	Complies. Refer to the Architectural Drawings (Appendix B).
<i>6) Car parking areas for heavy vehicles should be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated. Permeable paving materials should be used where practicable.</i>		Y	Complies. Refer to the Architectural Drawings (Appendix B).
<i>7) The design of parking and access areas is to address WSUD principles (refer Section 2.4), including the use of permeable pavement materials in light vehicle parking areas.</i>		Y	Complies

Control	Compliance	Assessment
8) <i>Parking areas should incorporate dedicated parking bays for electric vehicle charging.</i>	Y	The proposed development includes the provision of 9 electric vehicles charging stations (5.7%) with the ability for an additional 5% of car parking spaces able to be converted in accordance with the Concept Approval (SSD-10479) Consent.
9) <i>Vehicle access is to be integrated into the building design as to be visually recessive.</i>	Y	Complies. Refer to the Architectural Drawings (Appendix B).
10) <i>Vehicular access must be swept path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.</i>	Y	Complies. Refer to the Transport Impact Assessment (Appendix I).
11) <i>Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas.</i>	Y	Complies. Refer to the Transport Impact Assessment (Appendix I).
12) <i>Internal directional signs are to be provided to assist site visitors in locating parking areas.</i>	Y	Complies. Refer to the Architectural Drawings (Appendix B).
13) <i>Car park design is to promote passive surveillance, incorporate active measures (e.g. cameras and security patrols) where necessary, and minimise dark areas through lighting.</i>	Y	
14) <i>Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.</i>	Y	
15) <i>Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.</i>	Y	
16) <i>Visitor parking should be provided outside the secured parking areas.</i>	Y	
17) <i>The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles.</i>	Y	
18) <i>Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).</i>	Y	

Control	Compliance	Assessment								
19) Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	Y	Complies. Refer to the Architectural Drawings (Appendix B).								
20) All loading and unloading areas are to be: Integrated into the design of developments; Separated from car parking and waste storage and collection areas; Located away from the circulation path of other vehicles; and Designed for commercial vehicle circulation and access.	Y									
21) Vehicular access to the loading / unloading area(s) is preferred off rear lanes, side streets and right of ways. Where appropriate, consider a single vehicular access point for the loading/unloading area(s) and waste collection area(s).	Y									
22) Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.	Y									
23) Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable.	Y									
24) Access, parking, manoeuvring and loading facilities shall be in accordance with AS 2890 and Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 13 The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments Table 13. Minimum design vehicle requirements for industrial developments	Y	Complies. Refer to the Transport Impact Assessment (Appendix I).								
<table><tr><th>Site Area</th><th>Design Vehicle</th></tr><tr><td>Up to 1,500m²</td><td>Medium Rigid Vehicle (MRV)</td></tr><tr><td>1,500m² to 4,000m²</td><td>Heavy Rigid Vehicle (HRV)</td></tr><tr><td>4000m² to 20,000m²</td><td>Articulated Vehicle (AV)</td></tr></table>			Site Area	Design Vehicle	Up to 1,500m ²	Medium Rigid Vehicle (MRV)	1,500m ² to 4,000m ²	Heavy Rigid Vehicle (HRV)	4000m ² to 20,000m ²	Articulated Vehicle (AV)
Site Area	Design Vehicle									
Up to 1,500m ²	Medium Rigid Vehicle (MRV)									
1,500m ² to 4,000m ²	Heavy Rigid Vehicle (HRV)									
4000m ² to 20,000m ²	Articulated Vehicle (AV)									

Control	Compliance	Assessment
Greater than 20,000m² 30m PBS Level 2 Type B <i>Note: Transport depots and warehouses may be required to cater for vehicles larger than the minimum specified above.</i>		
Bicycle Parking, Facilities and Storage		
25) The following bicycle destination facilities for staff are to be provided: <i>For ancillary office and retail space with a gross floor area over 2500m², at least 1 shower cubicle with ancillary change rooms;</i> <i>For industrial activities with a gross floor area over 4000m², at least 1 shower cubicle with ancillary change rooms;</i> <i>Change and shower facilities are to be located close to the bicycle storage areas; and</i> <i>Where the building is strata-titled, the facilities are to be available to all occupants.</i>	Y	Complies. The proposed development is compliant, providing 12 bicycle parking spaces across the site and one (1) shower for both offices.
26) Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle	Y	
4.6.2 Driveways		
1) The road access to the site must provide for safe entry and exit, with appropriate traffic sight distance. All vehicles should enter/exit the site in a forward direction.	Y	Complies. Refer to the Transport Impact Assessment (Appendix I).
2) Driveways and access roads shall be designed in accordance with AS2890.1 and 2 – 2004.	Y	
3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development.	Y	
4) Driveways should be: <i>Provided from lanes and secondary streets rather than the primary street;</i>	Y	Complies. Refer to the Architectural Drawings (Appendix B).

Control	Compliance	Assessment
<i>Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;</i> <i>Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways;</i> <i>Located to minimise amenity impacts to adjacent rural-residential development;</i> <i>Designed to avoid direct access across a site boundary with a major road. Auxiliary lanes (deceleration and acceleration) may need to be provided to minimise conflicts between entering / leaving traffic and fast moving through traffic; and</i> <i>For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.</i>		
5) Driveway widths must have swept turning paths tested for larger vehicle types such as 30m PBS Level 2 Type B vehicles and 36.5m PBS Level 3 Type A vehicles where appropriate.	Y	Complies. Refer to the Transport Impact Assessment (Appendix I).
6) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.		
7) Driveways are to be sealed from the public road up to the parking areas.		
8) New allotments must have direct access to dedicated public roads.		

Other Developments

Employment Service Hubs

Control	Compliance	Assessment
1) Indicative locations for employment service hubs are identified in the Mamre Road Precinct Structure Plan (refer Figure 2). An alternate location for an employment service hub may be considered, if: o It is located at least 1km from other existing and/or planned employment service hubs; and o It does not preclude the provision of an employment service hub in a more accessible location.	N/A	Not applicable.