

Moorebank Precinct West Stage 2 Proposal Response to Submissions

Appendix N: Development Control Plan compliance table



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant
Development

Liverpool Development Control Plan 2008

The Liverpool Development Control Plan 2008 (the Liverpool DCP) provides the more detailed development controls that generally apply to the Liverpool Local Government Area (LGA). In addition to the general provisions within Parts 1.1 and 1.2, Part 2.4 includes a range of site-specific provisions that have been developed for the Moorebank Defence Lands, which includes the northern-most part of the Proposal site and Part 7, which is applicable to IN1 General Industrial zoned land under the Liverpool LEP (i.e. the remainder of the Proposal site). Under Clause 11 of SEPP (State and Regional Development) 2011, DCPs developed under LEPs, are not applicable to State significant development (SSD). Notwithstanding this, an assessment of the Amended Proposal in consideration of the Liverpool DCP has been provided below.

A summary of the key considerations within the DCP that are applicable to the Amended Proposal is provided below:

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

Further detail of compliance is provided in Table 1.

The Amended Proposal is considered generally compliant with the requirements of the applicable DCP parts as detailed below. In addition, urban design principles were developed primarily in accordance with the DCP for the MPW Project (as approved under the MPW Concept Approval).

Table 1 Compliance with Liverpool DCP conditions

DCP Condition summary		Applicability to the Amended Proposal	Complies
Liverpool DCP Part 1 – General controls			
2. Tree Preservation	<p>Applies to perennial plants with:</p> <ul style="list-style-type: none"> ▪ Height greater than 3.5m and/or ▪ Canopy spread of greater than 4m and/or ▪ Primary trunk diameter greater than 400mm when measured 1m above the existing ground level of the tree. <p>Any proposal to prune or remove a tree located on private property requires development consent from Council.</p>	Removal of planted and existing vegetation on the Proposal site is required for the Proposal. Development consent is sought (under Part 4, Division 4.1 of the EP&A Act) for removal of vegetation within the construction footprint (refer Section 6 of this RtS).	Yes – Vegetation would not be cleared without development consent.
3. Landscaping and Incorporation of Existing Trees	<p>Controls include:</p> <ul style="list-style-type: none"> ▪ Trees are to be retained, particularly within setbacks and in riparian areas ▪ Trees to be retained are to be protected during construction ▪ An arborist report with tree protection zones (TPZs) should accompany the development application and prepared by a suitably qualified person <p>Section 3.4 – Landscaping controls:</p> <ul style="list-style-type: none"> ▪ Landscape planting should be principally comprised of native species to provide an integrated streetscape appearance. ▪ The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers. ▪ All topsoil used shall be sourced from a recognised commercial topsoil supplier. Site topsoil will only be considered suitable where the material has a high organic content. 	<p>Landscape plans (refer Appendix B of this RtS) have considered the retention of existing trees on the site and appropriately marked the TPZs, within the conservation zone (riparian area). The Landscape Plans also propose a landscaped setback, removal of existing trees and revegetation, along Moorebank Avenue which is consistent with the MPW Concept Approval (SSD 5066).</p> <p>The landscape plans and design specifications align with the DCP as far as practicable, including the species selection. Proposed plant species have been selected for their site-suitability with many species selected from Liverpool City Council's recommended plant list.</p>	Yes
4. Bushland and Fauna Habitat Preservation	<p>Controls include:</p> <ul style="list-style-type: none"> ▪ Applicable to E3 zoned land and land that is adjacent to bushland. ▪ Clearing of bushland in association with any development shall be limited to the extent necessary to facilitate the safe and orderly use of the land. ▪ Where bushfire management measures are required that involve clearance or alteration to bushland, details of proposed measures shall be submitted. 	The Proposal would not encroach on land zoned E3, beyond the works required for the OSD outlet channels and covered drain. Impacts on bushland have been considered within the BAR (refer Appendix G of this RtS), including:	Yes

DCP Condition summary	Applicability to the Amended Proposal	Complies
<ul style="list-style-type: none"> ▪ Any imported soils and/or mulches used shall be purchased from an appropriate supplier and be free of contaminants, seeds, propagules of weeds and undesirable species. Mulch shall not be used on flood liable land and/or areas where it is likely to be washed away. ▪ Any proposed re-vegetation shall: <ul style="list-style-type: none"> – Augment remaining bushland – Consist predominately of species which occur naturally on the site or are of local provenance – Reflect the structure of natural bushland. ▪ Any proposed re-vegetation, seed collection and weed removal to be undertaken as part of the implementation of the approved vegetation management plan shall be undertaken by an appropriately qualified and licensed bushland restoration contractor. 	<ul style="list-style-type: none"> • Requirements for revegetation are included in the BAR and mitigation measures for the Proposal. • Offsetting proposed as part of the MPW Concept Approval • Ongoing management of vegetation within the site to maintain minimum dry fuels loads for bushfire management incorporated into the BAR and addressed in the bushfire report (Appendix W of the EIS). 	
<p>5. Bush Fire Risk</p> <p>Controls include:</p> <ul style="list-style-type: none"> ▪ All development shall comply with provisions of the <i>Rural Fires and Assessment Act 2002</i> and <i>Planning for Bushfire Protection 2006</i>. ▪ Asset Protection Zones (APZ) shall be provided within the boundary of the land on which a development is proposed but may include public streets located between the land and bushland. ▪ APZs shall not be located on land in the E1, E2 or E3 zones, particularly where altering these lands to create an APZ may conflict with the LEP objectives. ▪ APZs may be landscaped with native grassland species that occur naturally on the site or on surrounding lands. ▪ Development applications relating to land identified on the Bushfire Prone Land Map shall be accompanied by a bushfire hazard assessment report prepared by a suitably qualified professional. ▪ Guidelines for hazard reduction include: <ul style="list-style-type: none"> – As far as possible, the frequency, time of year and intensity of any hazard reduction burning in native vegetation is to approximate the natural regime – Periodic weed monitoring and control shall be undertaken after bushfires and hazard reduction burning, and appropriate action taken as necessary – All APZs shall be provided within the boundary of the subject land. National Parks, Crown Reserves, water catchments, easements, Council managed reserves and riparian corridors shall not be considered as part of Asset Protection Zones. 	<p>A Bushfire Hazard Assessment was undertaken for the Proposal, refer Section 20.2 and Appendix W of the EIS.</p> <p>This assessment concluded that the Proposal complies with the aims and objectives of <i>Planning for Bushfire Protection 2006</i>, including the requirements for APZs.</p>	Yes

DCP Condition summary		Applicability to the Amended Proposal	Complies
6. Water Cycle Management	<p>Applies to all development where there is an increase in impervious surfaces.</p> <p>Controls include:</p> <p>6.2 Gravity drainage to a creek system</p> <ul style="list-style-type: none"> All buildings shall be setback a minimum of 40 m from the top of the bank of a creek or river, subject limitations imposed by flooding or Foreshore Building Lines. All outlet structures discharging to a creek system shall provide scour protection and energy dissipaters. <p>6.3 Gross Pollutant Traps (GPTs)</p> <ul style="list-style-type: none"> Minimum of one GPT shall be required between the last downstream stormwater pit or pollution source and prior to discharge from the site; on industrially zoned land GPTs shall not be located within the banks of watercourses or within riparian zones Details of the proposed gross pollutant trapping system, performance and compliance with Council's drainage design specifications shall be included in the Stormwater Drainage Concept Plan. <p>6.4 Stormwater quality</p> <p>The post development water quality shall be reduced to the following targets when compared to pre-development water quality:</p> <ul style="list-style-type: none"> 45% reduction in the mean annual load of total nitrogen 45% reduction in the mean annual load of total phosphorus 80% reduction in the mean annual load of total suspended solids. 	<p>The Biodiversity Offset Area along the eastern bank of the Georges River has a minimum width of approximately 40 m. The internal road, noise wall and parking areas will generally be located between the offset area and the warehousing buildings, which are outside the foreshore building line.</p> <p>The stormwater management strategy for the Amended Proposal, refer Appendix R of the EIS and Appendix H of this RtS, includes the provision of scour protection and energy dissipaters at the proposed outlets to the Georges River.</p> <p>The stormwater strategy also includes the provision of GPTs, rain gardens and other Water Sensitive Urban Design (WSUD) measures to improve stormwater quality, prior to discharge from the site.</p>	Pending detailed design
7. Development near a Watercourse	<ul style="list-style-type: none"> Applicable to development in E3 zoning and works in or near a waterway (i.e. within 40m) If any works are proposed near a water course, the <i>Water Management Act 2000</i> may apply, and you may be required to seek controlled activity approval from the NSW Office of Water 	As noted above, controlled activity approval under the WMA is not required for SSD applications. Consideration has been given to the objectives of the WMA and mitigation of impacts on hydrology, as discussed in Section 12 of the EIS.	N/A
8. Erosion and Sediment Control	<p>Controls include:</p> <ul style="list-style-type: none"> The development application shall be accompanied by a Soil and Water Management Plan (SWMP) prepared in accordance with the Blue Book. 	Sediment basin locations for construction of the Proposal are included in the Revised Stormwater and Drainage Design Drawings, refer Appendix H of this RtS. The location and design of these basins are in keeping	Yes

DCP Condition summary	Applicability to the Amended Proposal	Complies
<p>8.1 Sediment basins:</p> <ul style="list-style-type: none"> ▪ A Sediment Basin shall not be located within core riparian areas, land in public ownership or land that is intended to be transferred to public ownership ▪ A Sediment Basin shall have no substantial impact on a natural water body or wetland ▪ A Sediment Basin shall be designed and managed to prevent the establishment of native fauna within the basin ▪ Any approval for the installation of a temporary basin must include approval for removal of that basin and site remediation ▪ Any approval for the installation of a temporary sediment basin must include a plan outlining actions to be undertaken for removal of the basin and a timeline for its removal ▪ Suitable fencing shall be installed and maintained to prevent persons from gaining access to the basin. 	<p>with the DCP conditions regarding sediment basins (refer Section 7, Appendix G and Appendix H of this RtS).</p>	
<p>9. Flooding Risk</p> <p>Applicable to land at or below the flood planning level.</p> <p>Applicable development controls include:</p> <ul style="list-style-type: none"> ▪ Floor Level: <ul style="list-style-type: none"> – 4 - The level of Non-habitable and general Industrial floor areas to be as high as practical but not less than the 2% AEP flood. Where this is impractical for single lot developments within an existing developed area, the floor shall be as high as practical but no less than the 5% AEP flood. – 8 - Habitable and general commercial floor levels to be as high as practical but no lower than the 1% AEP flood plus 500mm freeboard unless justified by site specific assessment. – 15 - A restriction is to be placed on the title of the land, pursuant to S.88B of the <i>Conveyancing Act</i>, where the lowest habitable floor area is elevated more than 1.5m above finished ground level, confirming that the undercroft area is not to be enclosed. ▪ Building components: <ul style="list-style-type: none"> – 2 - All structures to have flood compatible building components below the 1% AEP flood level plus 500mm freeboard. ▪ Structural soundness: <ul style="list-style-type: none"> – 3 - Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 1% AEP flood plus 500mm freeboard. ▪ Flood effects: 	<p>This condition is applicable to a portion of the site to the north, which is mapped as below the flood planning level (above the 1% AEP but below the PMF).</p> <p>This portion of the Proposal site is located within the Georges River floodplain, is a low flood risk category and is a commercial /industrial development. The following points relate to compliance of relevant DCP flood risk conditions:</p> <ul style="list-style-type: none"> • Conditions regarding floor level, building components, structural soundness, car parking, driveway access, management and design would be considered further during detailed design, with the intention to align with the DCP. • Conditions regarding flood effects are consistent with the Amended Proposal design. • Conditions regarding evacuation are not considered suitable for this development. Due to the 'flash flooding' nature of this highly urbanised area, the resulting short 	<p>Floor Level: Pending detailed design</p> <p>Building Components: Pending detailed design</p> <p>Structural soundness: Pending detailed design</p> <p>Flood Effects: Yes</p> <p>Car parking and driveway access: Pending detailed design</p> <p>Evacuation: No Management and Design:</p>

DCP Condition summary	Applicability to the Amended Proposal	Complies
<ul style="list-style-type: none"> – 2 - The flood impact of the development to be considered to ensure that the development will not increase flood effects elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels and velocities caused by alterations to the flood conveyance; and (iii) the cumulative impact of multiple potential developments in the floodplain. An engineer's report may be required. – 4 - A floodway or boundary of significant flow may have been identified in this catchment. This area is the major conveyance area for floodwaters through the floodplain and any structures placed within it are likely to have a significant impact on flood behaviour. Within this area no structures other than concessional development, open type structures or small non-habitable structures (not more than 30sqm) to support agricultural uses will normally be permitted. Development outside the Boundary of Significant flow may still increase flood effects elsewhere and therefore be unacceptable – 5 - Any filling within the 1% AEP flood will normally be considered unacceptable unless compensatory excavation is provided to ensure that there is no net loss of floodplain storage volume below the 1% AEP flood. ▪ Car parking and driveway access: <ul style="list-style-type: none"> – 2 - The minimum surface level of a car parking space, which is not enclosed (e.g. open car parking space or carport) shall be as high as practical, but no lower than the 5% AEP flood level or the level of the crest of the road at the highest point where the site can be accessed. In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 5% AEP flood. – 3 - Garages capable of accommodating more than 3 vehicles on land zoned for urban purposes, or basement car parking, must be protected from inundation by floods equal to or greater than the 1% AEP flood plus 0.1m freeboard. – 6 - The level of the driveway providing access between the road and car parking space shall be no lower than 0.3m below the 1% AEP flood or such that depth of inundation during a 1% AEP flood is not greater than either the depth at the road or the depth at the car parking space. A lesser standard may be accepted for single detached dwelling houses where it can be demonstrated that risk to human life would not be compromised. – 7 - Basement car parking or car parking areas accommodating more than 3 vehicles (other than on Rural zoned land) with a floor level below the 5% AEP flood or more than 0.8m below the 1% AEP flood level; shall have adequate warning systems, signage and exits. – 8 - Barriers to be provided to prevent floating vehicles leaving a site during a 1% AEP flood. ▪ Evacuation: <ul style="list-style-type: none"> – 4 or 9 - Reliable access for pedestrians or vehicles required during a 1% AEP flood to a publicly accessible location above the PMF OR Adequate flood warning is available to allow 	<p>inundation times are expected to have little if any impact on evacuation movements, and on-site refuge is to be provided. Further detail regarding the Flood Emergency Response Plans (FERP) to be prepared for the site is outlined in Section 5.5 of the MPW Stage 2 Flooding and Stormwater Assessment (refer to Appendix R of the EIS).</p>	<p>Pending detailed design.</p>

DCP Condition summary		Applicability to the Amended Proposal	Complies
	<p>safe and orderly evacuation without increased reliance upon the SES or other authorised emergency services personnel.</p> <ul style="list-style-type: none">– 6 - The development is to be consistent with any relevant flood evacuation strategy or similar plan. <p>▪ Management and Design:</p> <ul style="list-style-type: none">– 2 - Site Emergency Response Flood Plan required where floor levels are below the design floor level, (except for single dwelling-houses).– 3 - Applicant to demonstrate that area is available to store goods above the 1% AEP flood level plus 500mm freeboard.– 5 - No storage of materials below the design floor level which may cause pollution or be potentially hazardous during any flood.		
10. Contaminated Land Risk	Applicable to former Defence sites / land uses.	This condition is applicable to the Proposal site as it is a former Defence site. A Preliminary Environmental Site Assessment and Remedial Action Plan have been developed and implemented as part of the Early Works. Residual contamination risk has been identified in the 'Summary Contamination Report' (refer Appendix S of the EIS). Management actions identified will be implemented in accordance with the 'Approved RAP' and the Contamination Management Plan prepared for the site (refer to Section 8 of this RtS).	Yes
11. Salinity Risk	<p>This condition is applicable to areas coloured yellow, orange or red on State Government issued salinity potential maps: http://www.environment.nsw.gov.au/resources/salinity/salinitypotentialinwesternsydney2002.pdf</p> <p>Controls include:</p> <ul style="list-style-type: none">▪ Management strategies for salinity shall be developed in accordance with the approved Guidelines▪ For developments involving the construction or removal of dams, artificial wetlands or stormwater retention ponds, WSUD principles shall be applied▪ Development shall have minimal impact on the water table	<p>The Proposal site is an area of moderate salinity potential and the development would involve salinity risk activities. Salinity management would be included in the Erosion and Sediment Control Plan to be developed for the Proposal site (refer Section 8 of this RtS).</p> <p>WSUD measures have been adopted for the Proposal (and Amended Proposal), including the installation of gross pollutant traps (GPTs) and rain gardens and take into</p>	Yes

DCP Condition summary		Applicability to the Amended Proposal	Complies
	<ul style="list-style-type: none"> For areas with a moderate to high salinity potential, development shall demonstrate no net increase in hydrologic load or water inputs and shall maintain the natural water balance. 	<p>consideration the potential for salinity on the site.</p> <p>Groundwater at the Proposal site is more than 4 m below the existing ground surface level and is unlikely to be impacted during construction or operation of the Proposal. Additionally, as discussed in the Stormwater and Flooding Report (refer Appendix R of the EIS and as amended in Appendix H of this RtS), the Proposal site will be raised to achieve the required gradient for drainage of the site, further minimising the potential for impact on the groundwater table.</p>	
12. Acid Sulfate Soils (ASS)	Applies to any development that is located in an area identified as having an acid sulfate soil potential within the <i>Liverpool LEP 2008</i> .	<p>Low risk ASS areas are located within the Proposal (and Amended Proposal) construction area, with areas shown in Figure 13-2 of the EIS. The Proposal is likely to trigger low risk PASS/ASS during construction of the northern and central OSD channel outlets connecting the main site to the Georges River.</p> <p>Construction works, with the exception of the OSD channel outlets, are unlikely to expose ASS or PASS areas given the construction footprint and areas deemed at risk as per Figure 13-2 of the EIS.</p> <p>Once constructed, the operation of the Proposal would have little impact on soils as the Proposal site would be stabilised. Stabilisation would include hardstand areas, railway ballast and landscaping, which would significantly reduce the risk of on-site erosion.</p>	Yes
13. Weeds	Where the site analysis identifies noxious weeds on the site, a Weed Management Strategy (WMS) shall be submitted with any development application. A WMS shall be prepared by a suitably qualified professional.	The BAR (refer to Appendix G of this RtS) includes an identification of weeds and mitigation strategies for noxious weed management. A Flora and Fauna Management Plan would be prepared for the	Yes

DCP Condition summary		Applicability to the Amended Proposal	Complies
		Amended Proposal which would include a weed control program (refer to Section 8 of this RtS).	
14. Demolition of Existing Developments	<p>This section applies to development which involves the demolition of an existing building.</p> <p>Controls include:</p> <ul style="list-style-type: none"> All demolition work must comply with the Australian Standard AS2601 - 1991, The Demolition of Structures. Demolition must not be conducted in high winds to ensure dust does not spread beyond the site boundaries A Waste Management Plan (WMP) is to be submitted with the Development Application. The WMP must include volume or area estimates and information about reuse, recycling and disposal options for all types of waste produced onsite, including excavation materials. The waste management plan together with proof of lawful disposal for all waste that is disposed of, or otherwise recycled from the site must be retained on site. 	<p>Demolition of existing buildings and structures on the site would be undertaken as part of the MPW Early Works, separate to the Proposal (as amended).</p> <p>The CEMP for the Proposal would include waste management (refer to Section 20.1 of the EIS and Section 8 of this RtS).</p>	Yes
16. Aboriginal Archaeology	<p>This condition is applicable to land Aboriginal sites, places or relics have been previously identified.</p> <p>Controls include:</p> <ul style="list-style-type: none"> An Aboriginal Heritage Impact Assessment (AHIA) must be prepared in accordance with the NSW Department of Environment and Climate Change Draft Guidelines for Aboriginal Heritage Impact Assessment. 	<p>The Early Works includes the salvage of a number of existing Aboriginal relics that are located on the Proposal site.</p> <p>An Aboriginal Heritage Impact Assessment was prepared for the Proposal, refer to Appendix U of the EIS.</p> <p>It was concluded that the construction of the Proposal would result in direct impacts to MA6, MA7, MA10, MA14, MPW Stage 2 Terrace PAD and the Tertiary Terrace. No impacts to Indigenous heritage were identified for the operational phase of the Proposal.</p> <p>Mitigation measures proposed include the relocation of the scar portions of both scar trees (MA6 and MA7), the salvage excavation of the other four items/areas on the Proposal site and the implementation of an unexpected find procedure.</p>	Yes

DCP Condition summary		Applicability to the Amended Proposal	Complies
17. Heritage and Archaeological Sites	Where a proposal involves a heritage item, it will be necessary to lodge a Statement of Heritage Impact	<p>The Early Works includes the salvage of a number of existing non-Aboriginal items of heritage significance which are located on the Proposal site.</p> <p>A Non-Aboriginal Heritage Impact Assessment was prepared for the Proposal, refer to Appendix V of the EIS.</p> <p>The assessment identified one on-site item (the Moorebank Cultural Landscape) and three surrounding items (Kitchener House, Glenfield Farm and Casula Power Station) that would be impacted by the Proposal.</p> <p>It was determined that the impact generated by the Proposal (during construction and operation) on the Moorebank Cultural Landscape would be likely to result in disturbance to archaeological deposits, removal of landscape elements, partial loss of the existing landscape setting, historical associations and the landscape's research potential. The retention of portions of bushland vegetation and some cultural heritage values would assist in preserving the existing cultural values of the Moorebank landscape, along with the archival recording of archaeological items disturbed as a result of the Proposal construction.</p> <p>No direct impacts during construction or operation are anticipated at the three surrounding items, however there is the potential for indirect impacts (i.e. noise and visual impacts).</p> <p>Additionally, the Unexpected Finds Protocol would be followed in the event that historical items or relics or suspected burials are encountered during excavation works</p>	Yes

DCP Condition summary		Applicability to the Amended Proposal	Complies
20. Car Parking and Access	<p>Applies to development that generates the need for car parking.</p> <p>Controls include:</p> <ul style="list-style-type: none"> The layout of a car parking area shall consider the entire facility, including car parking modules, landscaping, circulation aisles and roadways, access driveways Disabled Car Parking Provision = 1 per 100 spaces in industrial land use Car Parking Design: <ul style="list-style-type: none"> Tenant, employee and commuter car parking, dimensions of 2.4m X 5.4m X 6.2m Transport Impact: <ul style="list-style-type: none"> A Transport Management Plan shall be submitted with the development application A Construction Transport Plan may also be required where it is likely that the construction phase of a development will have a significant impact on traffic movement in the locality Off-Street -Car Parking Provision other than Liverpool City Centre <ul style="list-style-type: none"> 1 space per 75sqm factory/warehouse LFA or 1 space per 2 employees, whichever is the greater. 	<p>Carparking would be provided within the Proposal site for the operational workforce and visitors at the IMT facility. In addition, internal roads within the Proposal site would enable heavy and light vehicle movements around the warehousing area. Car parking would also be provided for each warehouse at a ratio of 1:300 per GFA of warehousing, 1:40 per GFA for offices and 1:30 per GFA for the freight village.</p> <p>Car parking spaces have been calculated based on projected staffing numbers for both the IMT and warehousing, and take into account overlap for change of shift. A parking analysis was undertaken that compared the required parking provisions using the LCC parking rates, the RMS parking rates and a first principles approach based on employee numbers. The analysis showed that the car parking provision using the RMS parking rates were more in line with the car parking provision estimated using the first principles approach, and were therefore adopted for the Proposal.</p> <p>A Preliminary Construction Traffic Management Plan and a Preliminary Operational Traffic Management Plan have been prepared for the Amended Proposal (refer Appendix C of this RtS).</p>	<p>No.</p> <p>However, the Proposal complies with the RMS requirement of 1 car park per 300 GFA for warehousing.</p>
21. Subdivision of Land and Buildings	<p>This section applies to development which involves subdivision of land or buildings.</p>	<p>Approval for subdivision in the Amended Proposal is not sought as subdivision would be undertaken as part of future stages of the MPW Project (refer to Section 6 of this RtS).</p>	<p>N/A</p>
22. Water Conservation	<p>Applies to all development involving the use of water.</p> <ul style="list-style-type: none"> A comprehensive Water Management Plan is to be submitted with all non-residential development to address the following criteria, for any development above \$1 million: 	<p>The Stormwater and Flooding Report, included as Appendix R of the EIS and Appendix H of this RtS, includes an assessment of stormwater quality run-off from the Proposal. Water Sensitive Urban</p>	<p>Pending detailed design</p>

DCP Condition summary		Applicability to the Amended Proposal	Complies
	<ul style="list-style-type: none"> – Stormwater runoff control, capture and reuse, including water quality management in accordance with Council guidelines. – Select water efficient plants and/or, indigenous vegetation for landscape in accordance with Council's recommendations – Use non-potable water for watering gardens and landscape features. – For development of more than \$1 million construction cost, consideration of separate pipe-work for the utilisation of recycled stormwater for non-potable purposes should be considered. 	<p>Design (WSUD) measures are proposed that would meet or exceed the criteria prescribed within the Council DCP. Additionally, the stormwater strategy has considered the inclusion of vegetation at stormwater outlets and inclusion of landscaping within the site.</p> <p>Opportunities for stormwater reuse would be considered during detailed design of the Proposal for the warehousing area (refer Section 8 of this RtS).</p>	
23. Energy Conservation	<p>Applicable to all developments using energy.</p> <p>Controls include:</p> <ul style="list-style-type: none"> ▪ All Class 5 to 9 non-residential developments are to comply with the Building Code of Australia energy efficiency provisions. 	<p>The detailed design for the Proposal will apply architectural inclusions required to comply with the relevant parts of Section J of the National Construction Code (NCC) (Australian Building Codes Board, 2016). The objective of Section J is to “reduce greenhouse gas emissions” of buildings. Compliance with Section J of the NCC would ensure this DCP condition is achieved.</p>	Pending detailed design
24. Landfill	<p>Retaining walls located on the boundary of two allotments or boundary to a public street or public reserve shall be of masonry construction. Other types of retaining wall structure may be permitted if the structure is located wholly within the property.</p>	<p>As the conservation area along the western boundary of the site would not be available to the public, this development control is not applicable.</p>	N/A
26. Outdoor Advertising / Signage	<p>Industrial zone requirement controls:</p> <ul style="list-style-type: none"> ▪ 1. Pole or pylon sign for building or site (including directory board for multiple occupancies) is limited to a single structure at the entry to the site from a public road, along the road frontage. ▪ 2. Pole or pylon sign not exceeding 5sqm in area and 5m in height from ground level are to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirements. ▪ 3. For multiple occupancy development, one company identification sign not exceeding 2 x 0.6m is permitted at the entrance to each occupied unit. Such signs are to be of a uniform shape, size and general presentation. 	<p>A signage strategy has been prepared for the Amended Proposal (refer Appendix B of this RtS), in consideration of the DCP conditions. A Visual Impact Assessment has been prepared and concludes that the Proposal would incur a low to moderate visual impact to surrounding residential areas. However, this would be highly localised and would be effectively mitigated (refer Appendix T of the EIS). In addition, it was determined that the illuminated backlit signage would not have any effect on the neighbouring properties (refer to Appendix I of this RtS).</p>	Yes

DCP Condition summary		Applicability to the Amended Proposal	Complies
	<ul style="list-style-type: none"> 4. For single user development, additional company identification sign is permissible at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50sqm whichever is the less. (Corner lots will be assessed on the length of the main presentation frontage of the building only.) 5. Roof signs are not permitted. 6. Third party advertising is not permitted. 7. Sign exceeding 50sqm in area will be dealt with on individual merits. 8. Advertising facing back/side boundaries and abutting a Classified Road will be assessed on individual merits. 9. Advertising structures shall comply with Sub-section 8.7 Design Criteria. 		
27. Social Impact Assessment	Prepare a Comprehensive Social Impact Assessment for Freight transport facilities	<p>A social impact assessment (SIA) was prepared for the MPW Concept EIS. As the Amended Proposal forms a sub-component of the MPW Project the impacts assessed in the SIA are relevant to the Amended Proposal.</p> <p>A SIA has been undertaken for the Proposal and is provided in Section 20.5 of the EIS and the Amended Proposal in Section 7 of this RtS.</p>	Yes
Part 2.4 – Moorebank Defence Lands (applies to the northern-most portion of the Proposal site (if not included in an SSD) to be used for emergency truck storage and OSDs)			
3. Controls for Private Domain			
3.4 Landscaped Area	<p>Controls include:</p> <ul style="list-style-type: none"> Existing indigenous trees within any building setback should be retained where possible, as an integral component of the site's landscaping, to protect local flora habitats. Landscape widths to be provided on rear and side boundaries should relate to the adjacent land use. Landscape frontages should be a minimum depth as indicated below: <ul style="list-style-type: none"> Moorebank Avenue - 18 m 	<p>There are no buildings proposed within the area that are subject to DCP Part 2.4; hence this control is not relevant.</p> <p>The Landscape Plans propose a landscaped setback, removal of existing trees and revegetation, along Moorebank Avenue and along the northern boundary of the Proposal site, which is consistent with the MPW Concept Approval (SSD 5066) (refer Appendix B of this RtS).</p>	N/A

DCP Condition summary		Applicability to the Amended Proposal	Complies
3.6 Car Parking and Access	<p>Controls include:</p> <ul style="list-style-type: none"> Car parking at grade or below buildings should not dominate any site. Where car parking occurs in the open and on-grade it should incorporate a 2.5m wide landscape bay for tree planting, with a minimum of 6 - 8 cars in a row to reduce the visual impact of parked cars. Pedestrian and cyclist access to the site should connect with surrounding land uses and, in particular, open space. Pedestrian access should be provided along the Moorebank Avenue frontage. Bicycle facilities are to be provided in accordance with Austroads – Part 14 Bicycles. 	Landscaping is proposed within this area to reduce the visual impact of the proposed car parking as detailed in Appendix B of this RtS.	Yes
3.7 Landscaping and Fencing	<p>Controls include:</p> <ul style="list-style-type: none"> Semi-mature signature trees and shrub planting should reinforce site entries. Trees should be used to create a sense of arrival. All landscape plans are to be prepared by a qualified Landscape Architect or suitably qualified person. All landscaped areas must incorporate shade planting. Landscaped areas are to be physically separated from vehicular movements by kerbs or barriers (wheel stops). Strips of grass less than 1m wide and irregular shaded areas of grass are not suitable. These areas should be incorporated into garden beds. Landscaped areas are to have an automatic irrigation system. The selection of plants should be consistent with the woodland community present on the site. 	The landscape plans and design statement for the Proposal site are included in Appendix B of this RtS and are consistent with the DCP controls.	Yes
3.7 Signage	<p>Controls include:</p> <ul style="list-style-type: none"> Signs should not be located in positions where they may be hazardous to traffic. Direction signs such as those at entrances to sites and buildings should conform to an overall theme for the sites. All signage will be submitted to Council for review to ensure consistency and unity of design. DA plans should show the location and detail of all signage. The number and content of signs is to be minimised to prevent visual clutter. Low level signage incorporated into the architecture and landscaping of the site is preferred. 	<p>No signage is proposed within this portion of the Proposal site, therefore this DCP condition is not applicable.</p> <p>Although not relevant to this DCP condition area, a signage strategy has been prepared for the Amended Proposal (refer Appendix B of this RtS), in keeping with these DCP conditions.</p>	N/A

DCP Condition summary		Applicability to the Amended Proposal	Complies
4. Sites – Kitchener House	To retain an appropriate visual setting, new development should not intrude within its curtilage and should be screened by planting.	The Amended Proposal would not intrude on the curtilage of Kitchener House and would be screened by landscaping along Moorebank Avenue (refer Appendix B of this RtS).	Yes
Part 7 - Development in Industrial Areas (applicable to the remainder of the Proposal site)			
3. Site planning	Where possible, site planning allows for the retention of significant trees and vegetation, particularly near the street frontage.	As shown in the landscape plans (refer Appendix B of this RtS), whilst existing trees would not be retained along the Moorebank Avenue street frontage, landscaping would be provided along the street frontage including canopy trees. Trees would be retained within the conservation area on the western boundary of the Proposal site, fronting the Georges River.	Yes
4. Setbacks	All buildings shall be setback in accordance as follows: <ul style="list-style-type: none"> ▪ ‘Classified road’ (e.g. Moorebank Ave) – 18 m ▪ All other street frontages – 10 m 	All warehousing and buildings are set back at least 18 m from Moorebank Avenue.	Yes
5. Landscaped Area	Controls include: <ul style="list-style-type: none"> ▪ A minimum of 10% of the site is to be landscaped at ground level. ▪ A development must provide a landscaped area along the primary and secondary frontages of an allotment – Primary landscape width of 10m; secondary frontage landscape width of 5m 	As detailed in the landscape plans (refer Appendix B of this RtS), landscaping would be provided throughout the Proposal site, particularly along the Moorebank Avenue street frontage to minimise the visual impact of the Proposal on surrounding sensitive receivers.	Yes – pending detailed design
6. Building Design, Streetscape and Layout	Controls include: <ul style="list-style-type: none"> ▪ The facades to a development must adopt a contemporary architectural appearance. ▪ A development must use architectural elements to articulate facades, and minimise large expanses of blank walls. ▪ Glazing shall not exceed reflectivity of 20%. ▪ A development must use: 	The Architectural Drawings for the Amended Proposal, refer Appendix B of this RtS, detail the proposed building designs and finishes and are in keeping with these DCP conditions.	Yes – pending detailed design

DCP Condition summary		Applicability to the Amended Proposal	Complies
	<ul style="list-style-type: none"> Quality materials such as brick, glass, and steel to construct the facades to a development. Masonry materials to construct a factory unit within a building, and all internal dividing walls separating the factory units 		
	<p>Lighting:</p> <ul style="list-style-type: none"> Lighting must be provided to the external entry path, common lobby, driveway, and car park to a building using vandal resistant, high mounted light fixtures. The lighting in a car park must conform to AS 1158.1, 1680, and 2890.1. External lighting to an industrial development must give consideration to the impact of glare on the amenity of adjoining residents. 	The Visual Impact Assessment and Light Spill Assessment prepared for the Proposal (refer Appendix T of the EIS) along with the Utilities Summary Report (refer Appendix H of the EIS) detail the lighting proposed within the Proposal site, which are consistent with these DCP conditions.	Yes
7. Landscaping and Fencing	<p>Controls include:</p> <ul style="list-style-type: none"> The trees shall provide a canopy for the streetscape and soften the appearance of the industrial environment, without unduly concealing approved on site signage. Mulched garden beds shall incorporate ground covers that will cover the ground area. Shrubs shall be used to soften appearance of the industrial area but still allow line of sight between the street and the development. Large shrubs shall be used as screen planting where there is a need to screen certain areas such as outside storage. Shrubs shall only be planted in mulched garden beds. Grassed areas may be considered in limited areas in conjunction with mulched garden beds. Trees shall only be planted in grass where there is a border around the tree separating it from the grassed area. The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers. Avoid medium height shrubs (0.6 -1.8m) especially along paths and close to windows and doors. Landscaping in the vicinity of a driveway entrance should not obstruct visibility for the safe ingress and egress of vehicles and pedestrians. Planting along pedestrian pathways, around car parking areas should be selected to promote surveillance and minimise areas for intruders to hide. Low hedges and shrubs, creepers and ground covers, or high canopied vegetation would be appropriate. 	<p>As detailed in the Landscape Plans (refer Appendix B of this RtS), landscaping would be provided throughout the Proposal site, particularly along the Moorebank Avenue street frontage to minimise the visual impact of the Proposal on surrounding sensitive receivers. The proposed landscaping would include a mix of canopy trees, shrubs and groundcovers and an indicative species list is included in the landscape plans.</p> <p>Consideration of these specific DCP controls would be included during detailed design.</p>	Pending detailed design

DCP Condition summary	Applicability to the Amended Proposal	Complies
<p>Trees:</p> <ul style="list-style-type: none"> Trees must be planted in the landscape area at a minimum rate of 1 tree per 30sqm of the landscape area. The trees must be capable of achieving a mature height greater than 8m. Where trees are planted around high use facilities such as car parking areas and walkways, they should have clean trunks to height of 1.8m. Large trees and shrubs should not be located so they can be used to access buildings on the site or adjoining properties. 		
<p>Fences at Front Boundary:</p> <ul style="list-style-type: none"> Solid front fences must have a maximum height of 1.2m. Chain wire, metal sheeting, brushwood and electric fences are not permitted. 	<p>A palisade security fence would be installed along the eastern boundary of the Proposal site, fronting Moorebank Avenue. Chain link security fencing would be installed on all four boundaries (north, east, south and west) to the Proposal site. The fencing would be approximately 1.8m in height. This fencing is required for security purposes and based on extent of the Proposal site, the location of boundaries and vegetation proposed is considered acceptable. This is also consistent with the principles of the MPW Concept Approval.</p>	<p>No. However, the Proposal is consistent with the principles of the MPW Concept Approval.</p>
<p>8. Car Parking and Access</p> <p>Loading docks:</p> <ul style="list-style-type: none"> The layout of driveways to loading docks must enable heavy vehicles to: <ul style="list-style-type: none"> Enter and exit the site in a forward direction. Park within designated loading areas. When possible, loading docks are to be located in areas that: <ul style="list-style-type: none"> a. Are not exposed to public streets. b. Are generally separate from and do not interfere with car parking areas. Car parking areas are to be landscaped to provide shade and reduce the visual impact of parked cars. Provide a 2.5 m wide landscape bay between every 6 - 8 car spaces 	<p>As detailed in the Architectural Drawings and Landscaping Plans (refer Appendix B of this RtS), the arrangements of warehouses, driveways, loading docks, parking areas and landscaping are generally consistent with these DCP controls.</p> <p>Landscaping bays per ratio of car parking bays would be determined during detailed design.</p>	<p>Pending detailed design</p>

DCP Condition summary	Applicability to the Amended Proposal	Complies
<p>9. Amenity and Environmental Impact</p>	<p>The portion of Moorebank Avenue along the Proposal site is not a classified road nor is it alongside a residential area.</p> <p>During construction, clean general fill material would be temporarily stockpiled within the primary earthworks area and other site locations, at a maximum height of up to 10 m above the final site levels. The stormwater drainage assessment identifies that there would be a permanent fill layer of approximately 1 metre underlying a stockpiled fill layer of 6 metres high in some areas (well below the maximum 10 m height). This stockpiled fill would ultimately be spread out across a 150 ha area.</p>	No
	<p>Hours of operation:</p> <p>Development which would have an adverse impact on adjoining or nearby residential areas will be limited to 7 am to 6 pm Monday to Friday and 7 am to 12 pm on Saturday and no work to be undertaken on Sundays.</p>	<p>No – The Amended Proposal would operate 24 hours per day as approved in the MPW Concept Approval.</p>

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