

## RESPONSE TO DCP CONSIDERATIONS

CONTROL	COMPLIANCE <sup>1</sup>	COMMENT
<b><i>Liverpool Development Control Plan 2008 – Part 1.1 General Controls for All Development</i></b>		
1.2 The Objectives of Liverpool Development Control Plan 2008		
<p>To protect and improve the natural environment in the City of Liverpool</p> <p>To protect and improve the amenity of the City of Liverpool</p> <p>To protect personal safety and to minimise the risk of damage to areas subject to environmental hazards, particularly flooding</p> <p>To promote a high standard of urban and environmental design</p> <p>To conserve, protect and enhance the environmental heritage of the City of Liverpool</p> <p>To encourage a diversity of housing to meet the needs of the residents of the City of Liverpool.</p> <p>To facilitate development that is environmentally sustainable.</p>	Yes	<p>The Environmental Assessment includes a comprehensive review and analyses of the potential environmental impacts of the proposal with mitigation measures to off-set those impacts and avoid any significant detrimental impacts on the amenity of the surrounding area, including the residential uses. It includes review of a range of key issues, including stormwater/flooding, heritage and ESD.</p>
2. Tree Preservation		
<p>The proposed tree for removal cannot:</p> <ul style="list-style-type: none"> <li>▪ Form a prominent part of the streetscape.</li> <li>▪ Stand alone</li> <li>▪ Have historic or cultural significance or be registered on any Council register of significant trees.</li> <li>▪ Be prominent due to its height, size, position or age.</li> <li>▪ Be a locally indigenous, rare or endangered species.</li> <li>▪ Provide a significant visual screen.</li> <li>▪ Form part of an important habitat for wildlife.</li> </ul>	Yes	<p>The Environmental Assessment includes an assessment of biodiversity issues, including a flora and fauna impact assessment which concludes that:</p> <ul style="list-style-type: none"> <li>▪ The SIMTA site is of limited conservation significance and its development will have low ecological impacts.</li> <li>▪ The rail corridor has the potential to result in significant impacts which will needed to be avoided as far as practicable. Mitigation measures are provided to offset biodiversity values during and following construction. The exact location of the rail link and associated corridor will be determined as part of the future detailed planning approval application.</li> </ul>

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<sup>1</sup> Pursuant to Section 750(3) of the Environmental Planning and Assessment Act 1979, in deciding whether or not to give approval for the concept plan for a project, the Minister may (but is not required to) take into account the provisions of any environmental planning instrument that would not (because of section 75R) apply to the project if approved.

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<ul style="list-style-type: none"> <li>▪ Be part of remnant or riparian vegetation.</li> <li>▪ Be able to be effectively treated by applying appropriate remedial treatment.</li> <li>▪ Be listed under the provisions of the <i>Threatened Species Conservation Act 1995</i>.</li> </ul> <p>Removal of a tree may be consented if:</p> <ul style="list-style-type: none"> <li>▪ It has sustained severe damage.</li> <li>▪ It causes or is likely to cause structure damage to property.</li> <li>▪ It is causing an allergic reaction in any local resident.</li> <li>▪ It causes considerable overshadowing to dwellings.</li> <li>▪ It obstructs the line of sight for motorists and presents dangerous traffic conditions.</li> <li>▪ It is essential to mitigate a fire hazard.</li> <li>▪ It is dead, dying or has become dangerous.</li> </ul> <p>All existing indigenous trees must be retained or replaced.</p> <p>Significant trees that have habitat value will not be relocated or removed.</p>		
3.1 Retention of existing on site trees		
<p>Existing trees and native vegetation are to be retained, protected and incorporated into the development proposal.</p> <p>The design of a development should consider options to retain existing trees.</p> <p>Existing indigenous trees within any building setback should be retained where possible.</p>	Yes	As per above
Retention of existing street trees		
<p>The design of a development should consider options to retain existing street trees.</p> <p>The design and location of access driveways should wherever possible be located to avoid</p>	Yes	Only a limited number of accessways are proposed to the site which should allow for existing street trees to be retained. This can be addressed further as part of the detailed

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removal of any existing street trees.		investigations for the detailed planning approval application (ie prior to any construction)
Protection of existing trees during construction		
<p>Trees nominated for protection must be enclosed within a 1.8m high protection fence that is installed to conform to a Tree Protection Zone (TPZ).</p> <p>A report which outlines the condition, dimensions and species of existing trees, and a Tree Retention Management Plan must be included within the development application.</p>	Yes	This can be addressed further as part of the detailed investigations for the future planning approval application (ie prior to any construction)
Landscape Specifications		
<p>Landscape planting should be principally comprised of native species.</p> <p>The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers.</p> <p>Landscaping in the vicinity of a driveway entrance must not obstruct visibility for vehicles and pedestrians.</p> <p>Trees which are planted around high use facilities should have clean trunks to a height of 1.8m.</p> <p>Use low water/low maintenance plant selection by selecting drought tolerant species.</p> <p>Where possible, all landscaping designs should incorporate permeable paving options.</p>	Yes	<i>An Urban Design and Landscape Report</i> has been prepared which outlines the key principles to guide the future delivery of landscaping within the SIMA site. Further detailed documentation will be provided with the planning approval applications (ie prior to any construction)
Bushland and Fauna Habitat Preservation		
<p>Bushland, particularly that identified as a threatened community or habitat for a threatened species shall be substantially retained and incorporated within a development.</p> <p>Any substantial clearing of bushland shall only be considered where an offsetting is proposed.</p> <p>Where a proposal is likely to adversely impact on bushland, a Vegetation Management Plan (VMP) shall be submitted.</p> <p>A flora and fauna assessment is required where a site is identified as containing native vegetation or</p>	Yes	<i>A Flora and Fauna Impact Assessment</i> has been provided to assess the potential impacts of the development, including the rail corridor. Further detailed investigations will be undertaken as part of the future planning approval applications (ie prior to any construction)

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habitat for threatened flora or fauna.		
Bush Fire Risk		
All development shall comply with provisions of the Rural Fires and Assessment Act 2002 and <i>Planning for Bushfire Protection 2006</i> .	Yes	The <i>Hazards and Risk Assessment</i> includes a preliminary assessment of bushfire risk. Further detailed investigations will be undertaken with the future planning approval applications (ie prior to any construction)
Gravity Drainage to Council's Drainage System		
Stormwater runoff shall be connected to Council's drainage system by gravity means. Mechanical means (i.e. pump) for disposal of stormwater runoff will not be permitted except for basement car parks. Charged systems will not be permitted.	Yes	The <i>Stormwater and Flooding Environmental Assessment</i> has been prepared in accordance with Council's requirements. It will be further detailed and implemented as part of the future planning approval applications for the staged development of the site.
Gravity Drainage to a Creek System		
All buildings shall be setback a minimum of 40m from the top of the bank of a creek or river, subject limitations imposed by flooding or Foreshore Building Lines.	Yes	A comprehensive assessment of the hydrological and flooding impacts has been undertaken, including consideration of flow conditions for Anzac Creek. These issues will be further investigated as part of the future planning approval applications for the staged development of the site.
Gross Pollutant Traps		
<p>A minimum of one gross pollutant trap shall be required between the last downstream stormwater pit or pollution source and prior to discharge from the site.</p> <p>Gross pollutant traps shall not be located within the banks of watercourses or within riparian zones.</p>	Yes	Gross pollutant traps are one component of the stormwater quality measures proposed to managed stormwater within the site. Again, these issues will be further investigated as part of the future planning approval applications for the staged development of the site.
Stormwater Runoff Quality		
<p>The post development water quality must have a:</p> <ul style="list-style-type: none"> <li>▪ 45% reduction in the mean annual load of total nitrogen.</li> <li>▪ 45% reduction in the mean annual load of total phosphorus.</li> <li>▪ 80% reduction in the mean annual load of total</li> </ul>	Yes	The <i>Stormwater and Flooding Environmental Assessment</i> has been prepared in accordance with Council's requirements. Further details will be provided as part of the planning approval applications for the staged development of the site.

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suspended solids.		
Environmental Flows		
<p>The peak runoff for the 1-year ARI post development does not exceed that of an undeveloped catchment.</p> <p>The peak runoff for the 1-year ARI post development is not less than 50% from that of an undeveloped catchment.</p>	Yes	As per previous issue, the <i>Stormwater and Flooding Environmental Assessment</i> has been prepared in accordance with Council's requirements. Further details will be provided as part of the future planning approval applications for the staged development of the site.
Development near a Watercourse		
<p>A riparian corridor of at least 40m from the top of bank of the watercourse shall be provided and consist of an outer buffer (minimum 10m wide) zone of native groundcovers and shrubs and a Core riparian (minimum 20m wide) zone of native groundcovers, shrubs and trees.</p> <p>Vegetation buffers must be greater than 30m but no more than 50m (subject to flooding constraints) on each side of the watercourse, where:</p> <p>The volume of overland flow necessitates a buffer zone of greater than 20m.</p> <p>Existing native vegetation extends greater than 20m from the watercourse.</p> <p>Native fauna (either terrestrial or aquatic) requires a wider riparian corridor to retain, improve or reinstate habitat.</p> <p>The land slopes at an angle of greater than 1:5.</p> <p>The development will result in significant increase in overland flow volume or speed.</p> <p>The development will result in significant soil disturbance or loss of vegetative ground cover.</p> <p>Flow will be concentrated as a result of the development.</p> <p>Soil is prone to erosion.</p> <p>For watercourses with a stream order greater than 2, a 50m wide riparian corridor on each side of the watercourse measured from the top of bank shall be provided and include a minimum 10 m wide buffer from the core riparian corridor to the</p>	Yes	As above

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<p>developable land.</p> <p>Any activity within 40m of a watercourse may require approval from the Department of Water and Energy.</p> <p>There shall be no clearing of indigenous vegetation within wetlands or riparian corridors.</p>		
Erosion and Sediment Control		
<p>The application must have:</p> <p>An Erosion and Sediment Control Plan (ESCP) for an area of disturbance up to 2,500sqm.</p> <p>A Soil and Water Management Plan (SWMP) for an area of disturbance of greater than 2,500sqm / or where development consent is required.</p>	Yes	<p>The <i>Stormwater and Flooding Environmental Assessment</i> includes a preliminary assessment of erosion and sediment impacts, which is appropriate for a Concept Plan application. Further details will be provided as part of the future planning approval applications for the staged development of the site.</p>
Sediment Basins		
<p>A Sediment Basin shall not be retained as a permanent facility unless required by:</p> <ul style="list-style-type: none"> <li>▪ Part 2 of the DCP</li> <li>▪ Total Catchment Management Study</li> <li>▪ Floodplain Management Plan</li> </ul> <p>A Sediment Basin must not be located within core riparian areas, land in public ownership or land that is intended to be transferred to public ownership.</p>	Yes	As above
Flooding Risk		
<p>Development must comply with Mainstream Flooding Controls identified in Tables 2 – 4 in Section 9.5; and with Local Overland Flooding Controls, identified in Table 5 in Section 9.5.</p>	Yes	<p>The <i>Stormwater and Flooding Environmental Assessment</i> includes a flooding assessment. Further details will be provided as part of the future planning approval applications for the staged development.</p>
Contaminated Land Risk		
<p>A Preliminary Contamination Investigation may be required if there is not enough sufficient information on the site.</p> <p>Investigation and management should follow the structure demonstrated in Figure 9.</p>	Yes	<p>The <i>Environmental Assessment</i> includes an assessment of contamination issues, including both the SIMTA site and the rail corridor land. Further detailed investigations will be undertaken as part of future planning approval applications for the staged development of the site.</p>

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Salinity Risk		
<p>Investigation and management should be undertaken according to Figure 11.</p> <p>For areas with a moderate to high salinity potential no net increase in hydrologic load or water inputs is permitted and the natural water balance must be maintained.</p>	Yes	This matter can be addressed at the future planning approval application stage.
Acid Sulfate Soils Risk		
<p>Investigation and management should be undertaken according to Figure 12.</p>	Yes	This matter can be addressed at the future planning approval application stage.
Weeds		
<p>Where the site analysis identifies noxious weeds on the site, a Weed Management Strategy (WMS) shall be submitted with any development application.</p>	Yes	This matter can be addressed at the future planning approval application stage.
Demolition of Existing Developments		
<p>All demolition work must comply with the <i>Australian Standard AS2601 - 1991, The Demolition of Structures</i>.</p> <p>Security fencing such as hoardings must be provided around the perimeter of the demolition site prior to work commencing.</p> <p>Demolition activities on site must be limited to the following hours:</p> <ul style="list-style-type: none"> <li>▪ Monday to Friday 7:00am to 6:00pm</li> <li>▪ Saturday 8:00am to 1:00pm</li> <li>▪ No work on Sunday and Public Holidays</li> </ul> <p>A Waste Management Plan (WMP) is to be submitted with the Development Application.</p>	Yes	All demolition work can be undertaken in accordance with the DCP provisions, as required. A <i>Waste Management Strategy</i> has been prepared to document the waste minimisation and management principles for the demolition, construction and operational phases of the development.
On Site Sewage Disposal		
<p>Applications for development of land shall be accompanied by an application under S68 of the <i>Local Government Act 1993</i> for an On Site Sewer System.</p>	NA	NA

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<p>Pump out systems are generally not considered to be viable options.</p> <p>The minimum lot sizes for the various types of Onsite Sewer Management Systems are shown in Table 8.</p> <p>OSMS shall observe the setbacks shown in Table 9.</p>		
Aboriginal Archaeology		
<p>An initial investigation must be carried out.</p> <p>If any of the features apply, then an Aboriginal Heritage Impact Assessment (AHIA) must be prepared in accordance with the <i>NSW Department of Environment and Climate Change Draft Guidelines for Aboriginal Heritage Impact Assessment</i> and submitted with the initial investigation report.</p>	Yes	<p>An <i>Aboriginal Cultural Heritage Assessment</i> has been submitted with the Concept Plan application. The recommended mitigation measures have been included within the Draft Statement of Commitments.</p>
Heritage and Archaeological Sites		
<p>Where a proposal involves a heritage item, it will be necessary to lodge a Statement of Heritage Impact.</p> <p>All development of heritage items must be designed to respect the heritage significance of these places in terms of:</p> <ul style="list-style-type: none"> <li>▪ Setting;</li> <li>▪ Scale;</li> <li>▪ Form;</li> <li>▪ Materials and colours;</li> <li>▪ Fenestration;</li> <li>▪ Fencing;</li> <li>▪ Landscaping.</li> </ul> <p>Development in the vicinity of a heritage item shall be designed to respect and complement the heritage item in terms of:</p> <ul style="list-style-type: none"> <li>▪ Scale;</li> </ul>	Yes	<p>A <i>Heritage Assessment</i> has been submitted addressing the non-indigenous heritage issues has been submitted with the Concept Plan application. The recommended mitigation measures have been included within the Draft Statement of Commitments.</p>

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<ul style="list-style-type: none"> <li>▪ Materials, colours and finishes;</li> <li>▪ Building and street alignment;</li> <li>▪ Landscaping and fencing.</li> </ul> <p>Development in the vicinity of heritage items is to minimise the impact on the setting of the heritage item by:</p> <ul style="list-style-type: none"> <li>▪ Retaining and respecting significant views to and from the heritage item;</li> <li>▪ Retaining original or significant landscaping (especially plantings associated with the heritage item);</li> <li>▪ Providing an adequate area around the place to allow interpretation of the heritage item.</li> <li>▪ The significant architectural detailing of a heritage item, or places within a heritage conservation area, is not to be obscured by commercial signage.</li> </ul> <p>The façade of a heritage item should not be painted in a corporate colour scheme.</p> <p>Advertising structures should not obstruct or dominate important views to or from a heritage item or within a heritage conservation area.</p>		
<b><i>Liverpool Development Control Plan 2008 – Part 1.2 Additional General Controls for Development</i></b>		
<b>2. Car Parking and Access</b>		
<b>2.1. Overall design provisions</b>		
<p>The layout of a car parking area must consider:</p> <ul style="list-style-type: none"> <li>▪ car parking modules,</li> <li>▪ landscaping,</li> <li>▪ circulation aisles and roadways,</li> <li>▪ access driveways and,</li> <li>▪ frontage road access as an integrated coordinated design.</li> </ul>	Yes	This matter can be addressed at the future planning approval application stage.

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2.2 Car Parking Provision and Service Facilities by Land use		
<p>Disabled Car Parking Provision for areas with over 20 spaces:</p> <p>1/100 spaces – retail, commercial, industry or transport.</p> <p>2/100 spaces – community, recreation, accommodation, education.</p> <p>3/100 spaces – entertainment or health</p> <p>All other development</p> <p>1 space per 100sqm of floor area</p> <p>Sufficient service and delivery vehicle parking adequate to provide for the needs of the development.</p> <p>Minimum Car parking requirements for people with disabilities</p> <p>Provide 2% of the total demand generated by a development.</p> <p>Bicycle parking for all development:</p> <p>1 bicycle space per 200sqm of leasable floor area. 15% of this requirement is to be accessible to visitors.</p> <p>Motorcycle parking for all development:</p> <p>1 motorcycle space per 20 car spaces</p> <p>Off street car parking provision and service and loading provision to be provided in accordance with Table 2.</p>	Yes	This matter can be addressed at the future planning approval application stage.
2.3 Car Parking Design		
<p>Car parking dimensions must comply with Table 3.</p> <p>Length 1 - Where car parking is to a wall to high kerb not allowing any overhang.</p> <p>Length 2 - Where car parking is controlled by wheel-stops or a kerb no higher than 100mm, which allows 600mm overhang.</p>	Yes	This matter can be addressed at the future planning approval application stage.

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<p>If the side boundary of a space is a wall or fence, or if there are obstructions such as columns placed so as to restrict door opening, 300mm must be added to width required for the space.</p> <p>The end spaces must be made 1m wider than the remaining spaces.</p> <p><u>Landscaping within car parking areas</u></p> <p>An outdoor car park with 20 or more car parking spaces must include at least 1 tree per 10 car parking spaces to the following specifications:</p> <p>A tree must be a single trunk species to allow a minimum visibility clearance of 1.5m measured above natural ground level; and</p> <p>A tree must be planted in an island bed that is a minimum 2m in width and 4m in length.</p>		
2.4 Internal Driveways		
<p>Driveways are to be in accordance with AS 2890.2 - 2002.</p> <p>Minimum internal driveway widths:</p> <p>1-15 spaces and length not exceeding 40m – 3.5m</p> <p>15-40 spaces – 5m</p> <p>Over 40 spaces – 6-6.5m</p> <p>Staff car parking areas should be separated and secured.</p> <p>Provision for loading facilities shall be provided for development in accordance with AS 2890.2 – 2002.</p>	Yes	This matter can be addressed at the future planning approval application stage.
2.5 Driveway Crossings		
<p>Driveway Crossings shall be located a minimum distance from the following items:</p> <p>0.5m from all drainage structures on the kerb and gutter;</p> <p>1.0m from side property boundaries;</p> <p>10m from a kerb tangent point of a street corner.</p> <p>Driveway Crossings should where possible avoid</p>	Yes	This matter can be addressed at the future planning approval application stage.

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<p>the need to remove existing street trees.</p> <p>Driveway Crossings should where possible avoid changes to existing public utility infrastructure including drainage and any relocation of such shall be the development's expense.</p> <p>Where a development site has frontage to a Classified Road, the Driveway Crossings should be located on an alternative street.</p> <p>Where a Driveway Crossing is proposed directly from a Classified Road, a deceleration lane may be required.</p> <p>Locate the entrance at the first Driveway Crossing from the adjacent kerbside lane.</p> <p>Avoid a driveway layout, which may result in on-street queuing.</p> <p>All vehicles must enter and leave the property in a forward direction (except in the case of dwelling houses and Attached dwellings and Semi detached dwellings).</p> <p>Locate each Driveway Crossing so that it is clear of all obstructions, e.g. poles, trees, which may prevent drivers from having a timely view of pedestrians.</p> <p>Design each Driveway Crossing so that it is relatively level within 6m of the site boundary or any pedestrian way, the recommended maximum gradient is 5%.</p>		
2.6 Pavement Requirements		
<p>Access driveways, internal driveways and car parking spaces are to be paved to a standard to carry the anticipated loadings.</p>	Yes	This matter can be addressed at the future planning approval application stage.
2.7 Transport Impact		
<p>For major developments a Transport Management Plan must be submitted with the development application.</p> <p>A Construction Transport Plan may also be required where it is likely that the construction phase of a development will have a significant</p>	Yes	<p><i>A Transport and Accessibility Impact Assessment</i> has been submitted which addresses each of these issues. A Construction Management Plan can be provided at the future planning approval application stage.</p>

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impact on traffic movement in the locality.		
Water Conservation		
<p>A comprehensive Water Management Plan is to be submitted with all non-residential development above \$1 million</p> <p>Any development that contains a rainwater tank is to satisfy the following criteria:</p> <p>Rainwater is to be sourced only from roof structures via a tank storage system.</p> <p>The combined tank capacity is to be at least 5,000L (10,000L preferred).</p> <p>The system is to be fitted with an effective first flush device for removing roof surface contamination.</p> <p>The system is to contain a facility for periodic de-sludging.</p> <p>Tanks are to be connected to main water to top them up during times of low rainfall with supplemental inflow not taking places until the tank is 80% empty.</p>	Yes	<p>The <i>Environmental Assessment</i> includes identification of Ecologically Sustainable Development measures that are to be implemented as part of the future planning approval applications to reduce demand for potable water. The <i>Stormwater and Flooding Environmental Assessment</i> also includes provision for rainwater tanks.</p>
5. Energy Conservation		
<p>All Class 5 to 9 non-residential developments are to comply with the Building Code of Australia energy efficiency provisions.</p> <p>All commercial office development over \$5 million to provide an Energy Efficiency Report.</p>		<p>The <i>Environmental Assessment</i> includes identification of Ecologically Sustainable Development measures that are to be implemented as part of the future planning approval applications to reduce demand for energy.</p>
6. Landfill		
<p>All fill applied should be Virgin Excavated Natural Material (VENM), as defined by the NSW Department of Environment and Climate Change.</p> <p>All filling in the vicinity of native vegetation must be local material</p> <p>No retaining wall structures will be permitted within any easements such as drainage easements. Retaining walls located on the boundary of two allotments or boundary to a public street or public reserve shall be of masonry construction. Other</p>		<p>The <i>Waste Management Strategy</i> submitted with the Concept Plan application provides that excavated earth will be used for infill and landscaping where feasible.</p>

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types of retaining wall structure may be permitted if the structure is located wholly within the property.		
<b>7. Waste Disposal and Re-Use Facilities</b>		
<p>A Waste Management Plan (WMP) must be submitted with a Development Application for any relevant activities generating waste.</p> <p>The bin bay is to be located so that distance from bin bay to the nearest waste collection point accessible by the collection vehicle is no further than 15m.</p> <p>Access must be made available by wheelchair for occupants. Bin bays should allow for bins to be wheeled by to the street kerb over flat or ramped surfaces with a maximum grade of 7% and not over steps, gutters, or landscape edging.</p>	Yes	<p>A <i>Waste Management Strategy</i> has been prepared to document the waste minimisation and management principles for the demolition, construction and operational phases of the development.</p>
<b>Part 2.4 Development in Moorebank Defence Lands</b>		
<b>2.1 Controls for Public Domain – Street Network</b>		
<p>The entry roads to both sites should include the following as a minimum:</p> <ol style="list-style-type: none"> <li>1. 10m carriageway with parking on one side only and two lanes.</li> <li>2. Pedestrian footpaths with a minimum width of 2.5m should be provided on both sides of the road, providing clearly visible connections to the front entry of each building.</li> </ol>	Yes	<p>The <i>Urban Design Report</i> submitted with the Concept Plan application includes an entry road with a 16 metre wide carriageway with two lanes in each direction. A 2.5m pedestrian and cycleway is also provided.</p>
<b>3.2 Site Planning, Building Form, Style and Streetscape</b>		
<p><u>Design Quality of Buildings</u></p> <p>To avoid monotonous images to these key frontages, facades should seek to achieve the following:</p> <ol style="list-style-type: none"> <li>1. A balance between solid and void.</li> <li>2. Deep modelling to throw shadows.</li> <li>3. Expression of structure.</li> <li>4. Articulation with elements such as sunscreens and awnings.</li> <li>5. Large areas of blank walls are not acceptable to</li> </ol>	Yes	<p>Design principles are established in Section 5 of the <i>Urban Design and Landscape Report</i> which will facilitate delivery of a consistent, high-quality design character throughout the SIMTA site. Principles include the prohibition of blank facades, building materials to reflect the robustness of industrial park developments, and the use of high quality materials at entry or focal points.</p> <p>All future development at the SIMTA Site will be guided by individual site analyses that consider site opportunities and constraints and address integration with the preferred site character and surrounds. This will be</p>

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<p>the key frontages.</p> <p>6. Roof Form: Many buildings will be viewed from a high level from the Moorebank Avenue overbridge. It is important therefore that the “roofscape” be carefully considered and treated as the ‘fifth façade.</p> <p>7. Any vents or plant rooms shall be designed as an integral design element of the roof and the building as a whole.</p> <p>8. Colour and materials should provide a continuity of buildings along the frontages.</p> <p>9. A combination of masonry, steel frames, steel sheeting and glass is considered appropriate.</p> <p>10. Exposed steel frames should be painted white, a device that would help to unify a diverse collection of buildings.</p>		<p>documented in the future planning approval applications.</p>
<p><u>Design for Safety and Security (Streetscape)</u></p> <p>1. Surveillance should be maximised by orienting buildings towards street frontages.</p> <p>2. Building frontages and entries should be clearly visible from the street.</p> <p>3. The entrances of buildings should be easily identified through: signage, lighting, and entrapment spots avoided.</p>	Yes	<p>The <i>Urban Design Report</i> submitted with the Concept Plan application provides that all buildings are to address the primary street frontage and are to include clear and well lit pedestrian and vehicular access and egress. Entries will be highlighted with high quality design and materials to ensure safe access at all times. This will be documented further in the future planning approval applications.</p>
<p>3.3 Setbacks</p>		
<p>1. Buildings should be setback: 18m to Moorebank Avenue; 18m to adjoining residential areas; 15m to Anzac Road; 7.5m to South Western Freeway; and 7.5m to other roads.</p> <p>2. Buildings should address at least 65% of the street frontage.</p> <p>3. Side and rear setbacks shall comply with the requirements of the Building Code of Australia, subject to the minimum requirement for Landscaping, Access &amp; Parking referred to in this DCP.</p>	Yes	<p>The <i>Urban Design Report</i> submitted with the Concept Plan application provides that buildings will have a front setback of 18 metres to Moorebank Avenue and 7.5 metres to the Estate Road. Buildings addressing other internal roads will be setback 6 metres. Any building or hardstand areas will be setback 2.5 metres from the side and rear boundaries. This will be documented further in the future planning approval applications.</p>
<p>3.4 Landscaped Areas</p>		
<p><u>Boundary Landscaping</u></p>	Yes	<p>The SIMTA site will be cleared of all existing vegetation to accommodate the SIMTA</p>

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<p>1. 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.</p> <p>2. Landscape widths to be provided on rear and side boundaries should relate to the adjacent land use.</p> <p>3. Where buildings are set back from side or rear boundaries, they shall be setback: 2.5m to industrial/industrial interface; 5m to industrial/residential interface; 5m to industrial/open space interface; and 3.5m to industrial/related uses (commercial and retail) interface.</p>		<p>proposal. However, the <i>Flora and Fauna Impact Assessment</i> submitted with the Concept Plan application has concluded that this is acceptable, having regard to its low ecological impact. The setbacks proposed in the <i>Urban Design Report</i> allow for front, side and rear boundary landscaping to be provided. This will be documented further in the future planning approval applications.</p>
<p><u>Frontages</u></p> <p>1. Landscape frontages should be a minimum depth: 18m to Moorebank Avenue; and 7.5m to local road frontages.</p> <p>2. Offset or staggered fencing along the front boundary should be considered to enable fences to be screened and reduce potential visual impact.</p>	Yes	<p>The <i>Urban Design Report</i> submitted with the Concept Plan application provides that buildings will have a front setback of 18 metres to Moorebank Avenue, including a landscaped setback, bio-retention swale and landscaped verge. Screening will be achieved with shielding vegetation, using dense tree canopy cover and lower scree planting.</p>
3.5 Building Design, Streetscape and Layout		
<p>The form of buildings shall be in accordance with Figures 2 and 3 in the DCP.</p>	Yes	<p>The <i>Urban Design and Landscape Report</i> includes appropriate design principles that will guide the future development of the SIMTA site. Illustrations of typical building forms are included at Section 5 of the <i>Urban Design and Landscape Report</i>, and incorporate many of the design features listed in the DCP. The detailed layout and design of each facility will be the subject of the future planning approval applications.</p>
3.6 Car Parking and Access		
<p>1. 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.</p> <p>2. Pedestrian and cyclist access to the site should connect with surrounding land uses and, in</p>	Yes	<p>Each of these matters can be addressed in the detailed design work undertaken in support of the future planning approval applications.</p>

## RESPONSE TO DCP CONSIDERATIONS

CONTROL	COMPLIANCE <sup>1</sup>	COMMENT
<p>particular, open space.</p> <p>3. The side of buildings fronting the M5 and Moorebank Avenue shall not be used for freight loading and unloading, servicing, truck storage or car parking. These activities should be confined to the rear of buildings within the site itself.</p> <p>4. No pedestrian access is to be provided along the M5 frontage.</p> <p>5. Pedestrian access should be provided along the Moorebank Avenue frontage.</p> <p>6. Bicycle facilities are to be provided in accordance with Austroads – Part 14 Bicycles.</p>		
3.7 Landscaping and Fencing		
<p><u>Entries</u></p> <p>1. Semi-mature signature trees and shrub planting should reinforce site entries.</p> <p>2. Trees should be used to create a sense of arrival.</p>	Yes	The <i>Urban Design and Landscape Report</i> provides that the entrance to the SIMTA site at Moorebank Avenue will include additional feature planting to highlight the arrival experience, and will use semi-mature eucalypt and banksia trees to reinforce the entrance's focal character.
<p><u>Planting</u></p> <p>1. All landscape plans are to be prepared by a qualified Landscape Architect or suitably qualified person.</p> <p>2. All landscaped areas must incorporate shade planting.</p> <p>3. Landscaped areas are to be physically separated from vehicular movements by kerbs or barriers (wheel stops).</p> <p>4. Strips of grass less than 1m wide and irregular shaded areas of grass are not suitable. These areas should be incorporated into garden beds.</p> <p>5. Landscaped areas are to have an automatic irrigation system.</p>	Yes	The <i>Urban Design &amp; Landscape Report</i> includes shade planting in public domain, car parking, frontage and roadside areas, roads that are separated from landscaped areas by kerbs and barriers and landscaped areas in continuous forms, with spacing of trees to provide consistent shading. The future planning approval applications will provide additional details regarding landscaping.
<p><u>Lighting</u></p> <p>1. All night time illumination of building facades and corporate signs to provide greater exposure to the site's front.</p>	Yes	A light spill analysis has been undertaken in the preparation of the Concept Plan application. The recommended mitigation measures have been incorporated into the Draft Statement of Environmental Effects.

CONTROL	COMPLIANCE <sup>1</sup>	COMMENT
<p>2. Natural lighting is to be incorporated into building design to minimise energy use.</p> <p>3. Glazing shall not exceed reflectivity of 20%.</p> <p>4. Lighting should be serviced by underground cabling.</p> <p>5. Vehicular, pedestrian and cycle routes throughout the precinct should be well-lit.</p> <p>6. Illumination at entries and within car parking areas shall be sufficient to ensure a safe and well-lit environment.</p> <p>7. All pedestrian areas at entries and connections to car parks are to be well lit to enhance safety and security of employees and visitors.</p>		
<p><u>Signage</u></p> <p>1. Corporate names and logos should be integrated as part of the overall design of buildings.</p> <p>2. Signs should not be located in positions where they may be hazardous to traffic.</p> <p>3. 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.</p> <p>4. The number and content of signs is to be minimised to prevent visual clutter.</p> <p>5. Where a building has a setback from a public road, a sign is permitted within that setback, but no closer to the road than half the setback distance.</p> <p>6. Low level signage incorporated into the architecture and landscaping of the site is preferred.</p> <p>7. Where there are multiple-occupancy buildings, an index panel or directory board should be located at the entrance, indicating the name of the building and the occupants.</p> <p>8. Signs shall be of uniform shape, size and general presentation and similarly located on each unit.</p>	Yes	Each of these matters can be addressed in the detailed design work undertaken in support of future planning approval applications.

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CONTROL	COMPLIANCE <sup>1</sup>	COMMENT
<p>9. No more than one sign is permitted for each unit or occupancy.</p> <p>10. Roof signs are not permitted.</p> <p>11. All signage is subject to Council approval, and will be assessed having regard to the following:</p> <p>12. The following design factors will also be taken into account:</p>		
<p>3.8 Amenity and Environmental Impact</p>		
<p><u>Energy Efficiency</u></p> <p>1. All development applications for a specific use of industrial premises are to include a statement of industrial processes and an energy management plan. This shall demonstrate recommended energy saving measures for all industrial processes and energy conservation measures recommended to be incorporated into the building design.</p> <p>2. Buildings shall be sited to maximise solar access in the winter months and minimise windows facing east and west, or provide adequate screening in summer to keep out low angle sun in the mornings and afternoons.</p> <p>3. Control solar access to thermal mass by:</p> <ul style="list-style-type: none"> <li>- Overhangs.</li> <li>- Shading/screens (some adjustable).</li> <li>- Insulation to lightweight structures in eastern/western walls and roof.</li> <li>- Use of cross ventilation through the installation of elevated, louvered windows.</li> <li>- Use of energy efficient equipment and systems.</li> <li>- Incorporating thermal mass by using concrete floors.</li> </ul> <p>4. Incorporate water efficient design principles. Rainwater should be collected and stored within existing water bodies or on-site detention basins for re-use as on-site irrigation:</p> <ul style="list-style-type: none"> <li>- Use porous paving materials to minimise runoff.</li> </ul>	<p>Yes</p>	<p>The <i>Environmental Assessment</i> includes a review of Ecologically Sustainable Development initiatives that can be incorporated into the development. These matters will be addressed in the detailed design work undertaken in support of the future planning approval applications.</p>

CONTROL	COMPLIANCE <sup>1</sup>	COMMENT
<ul style="list-style-type: none"> <li>- Collect stormwater in the existing water body on the Amiens site.</li> <li>- Polish water from on-site runoff by directing runoff into on-site dry creek gravel beds with macrophyte plants.</li> <li>- Use drainage swales adjacent to entry roads instead of kerbs to slow down stormwater runoff and increase on-site infiltration.</li> <li>- Consider and design in response to salinity hazard investigations.</li> </ul>		
<p><u>Vegetation Conservation</u></p> <ol style="list-style-type: none"> <li>1. All significant existing trees or bushland shall be retained or replaced by advanced specimens of the same species.</li> <li>2. Significant trees and vegetation identified as having habitat value shall not be relocated or removed.</li> </ol>	Yes	<p>A <i>Flora and Fauna Impact Assessment</i> has been provided to assess the potential impacts of the development, including the rail corridor. Further detailed investigations will be undertaken with regard to each of this issue as part of the future planning approval applications (ie prior to any construction)</p>
3.9 Site services		
<p>Waste management</p> <p>Owners are to provide their own waste management services. These facilities will vary depending on the needs of the site. Any waste management equipment must not be visible from the street. Waste bins must be provided in a designated area that is easily and safely accessible for workers.</p> <p>Footpaths</p> <p>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.</p> <p>Frontage works and damage to Council infrastructure</p> <p>Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.</p> <p>Electricity Sub Station</p> <p>In some cases it may be necessary to provide an</p>	Yes	<p>A <i>Waste Management Strategy</i> has been prepared to document the waste minimisation and management principles for the demolition, construction and operational phases of the development. Site infrastructure and services is proposed to accommodate the proposed redevelopment of the site. Each of the detailed measures will be documented as part of the future planning approval applications.</p>

## RESPONSE TO DCP CONSIDERATIONS

CONTROL	COMPLIANCE <sup>1</sup>	COMMENT
<p>electricity substation 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>		