

# WILTON GROWTH AREA EMPLOYMENT DCP

Draft Schedule – Wilton Industrial Park

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# **PART A – WILTON GROWTH AREA EMPLOYMENT DCP**

## 1. PART 9 – GENERAL REQUIREMENTS FOR INDUSTRIAL DEVELOPMENT

This section provides general industrial controls for employment land uses within the Wilton Growth Area and is intended to form Part 3 – General Controls of the Wilton Development Control Plan 2021. This section can be removed from the Wilton Growth Area Employment DCP, if we are happy to adopt all general controls.

## 1.1. SITE ANALYSIS

#### Objectives

a) To ensure development considers the physical and natural features of the site and surrounding area.

#### Controls

1) All development applications are to be accompanied by a Site Analysis Plan.

## 1.2. BUILT FORM DESIGN CONTROLS

### 1.2.1. Building Height

#### Objectives

a) To encourage building form that responds to the topography of the site and the relative position of the allotment to other allotments and the street.

b) To ensure a scale of buildings which minimises the impact of development on adjoining residential areas, including views.

c) To retain views to and from key public spaces, low-lying rural landscapes, native vegetation and riparian lands.

d) To minimise the impact of buildings upon the surrounding public realm, including areas of environmental significance, landscape value and residential uses.

#### Controls

1) Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural residential areas, environmental and open space areas, riparian corridors and ridgelines.

2) Buildings should not exceed a maximum height of 16m from the ground level within 250m of a rural-residential zone. For all other sites, a maximum building height of 20m from the ground level is permitted.

3) Should the nature of the business require that part of the building exceeds the 20m building height control (e.g. high bay warehouses), the proponent must demonstrate that the taller element will not create unacceptable solar, wind and visual impacts to surrounding sensitive uses or impact on the environmental or the public domain.

4) Taller building elements over 15m should be set back from the street frontage.

5) Building height must ensure direct solar access to public domain, including street trees and footpaths, between the hours of 11:00am and 2:00pm at the winter solstice, 21 June. Shadow diagrams must demonstrate this outcome.

6) Building services located on the roof (such as HVAC, lift motor room, exhaust fans, etc) must be accommodated within the maximum permissible height of the building and away from the street frontage or sensitive interfaces where possible.

7) A Visual Impact Assessment is to be submitted with development applications demonstrating that development will not have a significant adverse impact on the scenic quality of:

- The Precinct,
- Adjoining rural-residential areas.

#### Adjoining natural corridors.

### 1.2.2. Building Setbacks

#### Objectives

a) To provide a consistent streetscape design and landscaped transition to the public realm.

b) To provide an open streetscape with substantial areas for landscaping and opportunities to green and cool the precinct.

c) To enhance the visual quality of development and the urban landscape.

d) To screen undesirable views and minimise the visual impact of hard surface areas.

e) To retain existing trees or significant stands of vegetation in the overall site layout, where possible.

f) To minimise the impact of overshadowing to adjoining buildings and open space.

#### Controls

1) Building setbacks are to be in accordance with the standards outlined in the table below.

Table 1 Building setback requirements

Location	Distance (m)
Lots fronting designated roads (Hume Highway or Picton Road)	20
Lots fronting key access roads (collector roads)	12
Lots fronting all other roads (local estate roads)	7.5
Secondary road frontages (corner lots)	5
Rear and side boundaries	5
Lots adjoning land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)	10m from the edge of E2, RE1 and RE2 land, unless separated by a road, and then no setback is required.

2) Notwithstanding control (1) above, the following development is permitted within the defined setback for any road:

- Landscaping;
- Maintenance/rehabilitation of biodiversity corridors or areas;
- Utility services installation;
- Cross-overs, driveways or carparking;
- Fire access roads;
- Approved signage;
- Street furniture; or
- Drainage works, including bioretention.

4) Setbacks may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area:

- Promotes the function and operation of the development;

- Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and
- Does not detract from the streetscape values of the locality.

5) The design of setbacks and hardstand areas should seek to minimise the visual impacts of the development (see also 4.2.3 Landscaping).

6) For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic (Figure 1).

Figure 1 Corner site setbacks



Source: DPE

### 1.2.3. Landscaping

#### Objectives

a) To contribute to the Greater Sydney Regional Plan – A Metropolis of Three Cities tree canopy cover target for metropolitan Sydney of 40%.

b) To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character.

c) To encourage landscape design and tree species that are suited to the locality and contribute to water cycle management.

e) To screen undesirable views.

#### Controls

1) Development proposals must demonstrate a 10% tree canopy within the estate (excluding public roads). This includes preserving existing trees, where possible, and adding to the existing canopy to provide green infrastructure and amenity.

2) A Landscape Plan prepared by a Landscape Architect is to be submitted with all development applications.

3) Landscaped area is to be provided in accordance with Table 2.

#### Table 2 Minimum landscape requirements

Location	Requirement
Lots fronting designated roads (Hume Highway or Picton Road)	10m landscape setback to the road frontage
Lots fronting key access roads (collector roads)	6m or average 50% of the front setback from the site boundary along the road frontage
Lots fronting all other roads (local estate roads)	4m or 50% of the front setback along the road frontage
Secondary road frontages (corner lots)	2.5m from the rear boundary
Rear and side boundaries	No minimum requirement
Lots adjoning land zoned E2 Environmental Conservation, RE1 Public Recreation, and RE2 Private Recreation (unless otherwise specified elsewhere in this DCP)	5m from the edge of E2, RE1 and RE2 land, unless separated by a road, and then no setback is required.

### 1.2.4. Communal Areas

#### Objectives

a) To enable landscaping to contribute to amenity for employees.

#### Controls

1) Each building shall be provided with at least 1 communal area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.

2) In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.

3) Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water etc. commensurate with the scale of the development, activities, and anticipated number of workers.

4) Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.

5) Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on the 21st of June.

### 1.2.5. Building Design

#### Objectives

a) To encourage innovation and a high standard of architectural design, utilising quality materials and finishes.

b) To ensure buildings achieve a high level of sustainability and environmental performance.

c) To encourage articulated and varied frontages and rooflines to minimise perceived bulk and scale, particularly where facing or visible from public roads, or surrounding suburbs.

d) To ensure new development contributes to a visually cohesive urban environment and responds to the adjacent scale and rural character of the area.

e) To support passive surveillance of the adjoining public realm.

f) To embed circular economy design principles to maximise recycling and reuse of materials.

#### Controls

1) Developments with a construction cost of \$1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)).

2) An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.

#### Siting/Building Orientation:

1) Buildings are preferred to be oriented so building frontage is parallel with the primary street frontage, where possible.

3) Siting and building orientation shall consider landscaping requirements (refer Section 4.2.3), including the best location for tree planting to shade and screen development.

4) Building design should minimise overshadowing within the site and on adjoining buildings.

#### Architectural Design

6) The design of facades along the primary street frontage(s) should strengthen passive surveillance and streetscape character, such as through the use of glazing for the office or administration components of the building.

7) External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.

8) Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.

9) In visually sensitive locations, such as adjoining rural-residential areas, the colour and material palette should utilise muted tones of the natural landscape and avoid bright bold colours and textures.

10) Large expanses of wall or building mass should be relieved by the use of articulation, variation in construction materials, fenestration or alternative architectural enhancements (refer Figure 2 and Figure 3).

#### Figure 2 Acceptable solution for articulation of large buildings



Source: DPE

Figure 3 Sketch perspective of acceptable design solutions for articulation of large buildings



Source: DPE

11) Energy efficient design principles shall be employed in all building designs (Figure 4).

Figure 4 Energy Efficient Design



Source: DPE

12) Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.

14) The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.

16) Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.

17) Roof design must provide natural illumination to the interior of the building wherever possible.

### 1.2.6. Design of Storage Areas

#### Objectives

a) To ensure that external storage of goods does not detract from the visual amenity of industrial areas, streetscapes or adjoining rural-residential areas.

#### Controls

2) External storage areas must be located behind the front building setback, and be consistent with the design of the primary development. The following matters must be addressed in designing external storage areas:

- The proposed height and on-site arrangement of stored goods;
- The visual and amenity impact of the storage area and how this is proposed to be minimised (orientation, screening with landscaping and/or solid fencing, etc.)
- Access arrangements; and
- Noise, odour and safety issues.

## 1.2.7. Signage and Estate Entrance Walls

#### Objectives

a) To promote an integrated and coordinated design approach to signage in character with architectural and landscape features.

b) To provide a quality entrance statement and signage at Estate entrance points.

c) To minimise the visual impact of signage.

d) To prevent distraction to motorists and minimise the potential for traffic conflicts.

e) To permit the adequate display of information concerning the identification of premises, the name of the occupier, and the activity conducted on the land.

#### Controls

1) All advertising is required to be:

- Constructed of high quality, durable materials;
- Considered in conjunction with the design and construction of buildings;
- Restricted generally to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and
- Contained wholly within the site.

2) Free standing pylon signage must not exceed 10m in height from finished ground level and 2m width. No signage is permitted in the bottom 2m of the structure.

3) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.

4) Sky signs and roof signs that project vertically above the roof of a building are not permitted.

5) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level.

6) Signs should generally be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.

7) Signs are to be contained fully within the confines of the wall or awning to which it is mounted.

8) In the case of multiple occupancy of a building or site:

- Each development should have a single directory board listing each occupant of the building or site;
- Only one sign is to be placed on the face of each premises either located on or over the door; and
- Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification. Illuminated Signage.

9) Illuminated signs are not to detract from the architecture of the building during daylight.

10) Illumination (including cabling) of signs is to be either:

- Concealed;
- Integral with the sign;
- Provided by means of carefully designed and located remote or spot lighting.

11) A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment.

12) Up-lighting of signs is prohibited. External lighting of signs is to be downward pointing and focused directly on the sign and is to minimise the escape of light beyond the sign.

13) A maximum of one illuminated sign is permitted on each elevation of each building.

14) Illuminated signage shall be oriented away from residential receivers

### 1.2.8. Safety and Surveillance

#### Objectives

a) To ensure personal safety for workers and visitors.

b) To ensure design minimises the opportunity for crime and maximises opportunities for passive surveillance.

#### Controls

1) A Crime Risk Assessment Report must be prepared for the development of new buildings.

2) Buildings should be designed to overlook public domain areas and provide casual surveillance.

3) Building entrances should be orientated towards the street to ensure visibility between entrances, foyers, car parking areas and the street.

4) Appropriate lighting should be provided to all cycle and pedestrian paths, bus stops, car parks and buildings.

5) Development should provide clear sight lines and well-lit routes between buildings and the street, and along pedestrian and cycle networks within the public domain.

6) Consideration should be given to the use of landscape elements so as to not compromise the perceived level of safety.

### 1.2.9. Lighting

#### Objectives

a) To provide adequate external security lighting for employment activities, whilst minimising adverse impacts on adjoining premises and surrounding rural-residential areas.

b) To provide suitable lighting along the road network to enhance landscaping.

c) To illuminate parts of the site for security reasons and to provide increased safety in accordance with Crime Prevention through Environmental Design (CPTED).

d) To encourage energy efficient lighting.

#### Controls

1) Lighting details shall be provided as part of development applications.

2) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.

3) Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.

4) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites or sensitive receivers, such as rural-residential areas.

### 1.2.10. Fencing

#### Objectives

a) To ensure that the design and location of fencing is integrated within the development and is suitable for its purpose and setting.

b) To ensure that the security needs of the development are satisfied in a manner which complements the surrounding landscape design and streetscape quality.

c) To ensure fencing is located behind the landscaped front setback and is of a high quality.

d) To provide security where appropriate while maintaining open lines of sight from the street.

#### Controls

1) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.

2) Palisade fencing is encouraged.

3) Solid fences above 1 metre in height are not permitted along street frontages.

5) High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line (refer to Figure 4). The design of the landscape setback should consider site security management.

Figure 5 Location of security fencing adjoining public roads



Source: DPE

## 1.3. AMENITY

### 1.3.1. Noise and Vibration

#### Objectives

a) To ensure noise and vibration do not adversely impact human health and amenity.

b) To ensure building design adequately protects workers from noise and vibration.

#### Controls

1) Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.

2) Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).

3) An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods.

4) An Acoustic Report shall be prepared for developments within 500m of rural-residential areas and other sensitive receivers, including educational establishments.

5) Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of buildings in the immediate vicinity.

6) The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.

7) Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.

8) Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.

9) Development shall comply with the relevant Australian Standards for noise and vibration.

10) A qualified acoustical consultant is to certify any acoustic design measures have been satisfactorily incorporated into the development at construction certificate stage and validate the criteria at occupation certificate stage.

### **1.3.2. Trading and Operating Hours of Premises**

#### Objectives

a) To ensure the amenity of adjoining rural-residential areas is preserved.

b) To ensure development is provided the flexibility in trading/operating hours to ensure it is competitive and productive.

#### Controls

1) The consent authority shall have regard to the likely impact of the trading hours of a particular activity on the amenity of adjoining sensitive receivers including rural-residential areas.

### 1.3.3. Air Quality

#### Objectives

a) To maintain existing air quality or improve local air quality to protect public health.

b) To ensure future development does not adversely affect existing air quality.

#### Controls

1) Any development likely to, or capable of, generating air emissions must comply with the Protection of the Environment Operations Act 1997 and associated regulations.

2) An Air Quality and Odour Assessment is required for development that may have an adverse impact on local and regional air quality, including construction impacts on adjoining rural-residential areas.

3) The Air Quality and Odour Assessment should be in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2017) and/or The Technical framework - assessment and management of odour from stationary sources in NSW (EPA 2006) and include but not be limited to:

- Characterisation of all emissions;
- Measures to mitigate air impacts, including best practice measures; and
- Details of any monitoring programs to assess performance of any mitigation measures and to validate any predictions as a result of the assessment.

4) Developments that involve back up power generation of electricity with diesel equipment that has the capacity to burn more than 3 megajoules of fuel per second must include a best practice review of reasonable and feasible diesel emission reduction technology.

## 1.4. EARTHWORKS AND RETAINING WALLS

## 1.4.1. Development on Sloping Sites

#### Objectives

a) To ensure site planning considers the stability of land, its topography, geology and soils.

b) To ensure land is appropriately stabilised and retained.

c) To minimise the extent of earthworks when creating a building site.

d) To minimise disturbance of vegetation that stabilises land, particularly on sloping sites.

e) To encourage reuse of fill material from within the Precinct.

f) To ensure that earthworks and retaining wall construction is suitably designed and landscaped to ameliorate its visual presentation to and from the public domain and adjacent properties.

#### Controls

1) Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.

3) A Geotechnical Report is to be submitted with applications proposing to change site levels.

4) Excavation and fill shall be adequately retained and drained in accordance with Council's Engineering Works and Construction Standards.

5) Level transitions must be managed between lots and not at the interface to the public domain, where possible.

8) The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 1.5m into the property boundary and the setback is to be suitably landscaped.

9) The highest retaining wall element is to be suitably fenced for safety.

10) Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) or Exempt Material (EM) and validated by a suitably qualified person.

13) All retaining walls proposed for the site are to be identified in the development application for the proposed development.

14) Topsoil shall be preserved on site and suitably stockpiled and covered for re-use, where possible

## 1.4.2. Erosion and Sediment Control

#### Objectives

a) To protect the health of the Nepean River and its tributaries from construction and building runoff and meet the water quality objectives.

b) To encourage vegetation retention, protect vegetation during construction and operation, and facilitate prompt rehabilitation through revegetation strategies.

c) To minimise site disturbance during construction, reduce the amount of erosion, and stabilise construction works as quickly as possible following completion.

#### Controls

1) Development applications must include an Erosion and Sediment Control Plan (ESCP) prepared by a Certified Professional in Erosion and Sediment Control (CPESC) or NER register Civil Engineer who has demonstrated experience in Erosion and Sediment Control

2) The ESCP is to be implemented under the supervision of a CPESC. The relevant consent authority will require the CPESC to regularly audit and certify that the works are suitable to protect the Nepean River and its tributaries, including audit reports.

3) Soil erosion and sediment control measures are to be provided on-site before the commencement of any earthworks or development activity, in accordance with the approved ESCP. These must be maintained throughout the course of construction until disturbed areas have been revegetated and the soil stabilised to the satisfaction of the relevant consent authority.

## 1.5. WASTE MINIMISATION AND MANAGEMENT

#### Objectives

a) To facilitate sustainable waste management in accordance with ESD principles.

b) To manage waste in accordance with the 'Waste Hierarchy' (as specified by NSW EPA) to:

- Avoid and Reduce: Avoid and reduce the generation waste in the first place;
- Re-use: Re-use items as many times as possible to minimise waste;
- Recycle: Recycle once re-use options have been exhausted;
- Recover Energy: Send waste volumes to any available / proximate waste to energy facilities for energy recovery
- Treat: Send waste volumes to any available / proximate treatment plants to avoid controlled waste disposal; and
- Disposal: Dispose of what is left, as a last resort, in a responsible way to appropriate waste disposal (landfill) facilities.

c) To achieve waste minimisation targets as set out in the NSW Waste Avoidance and Resource Recovery Act 2001 and NSW Waste Avoidance and Resource Recovery Strategy (2007), the NSW Protection of the Environment Operations (Waste) Regulation 2014, the NSW Plastic Reduction and Circular Economy Act 2021, and the National Waste Policy Action Plan

d) To support the circular economy in line with the NSW Circular Economy Policy Statement.

#### Controls

1) Development applications shall include a Waste and Resource Recovery Management

Plan (WRRMP) developed by an appropriate specialist. The WRRMP is to outline the waste likely to be generated by the development and methods of managing the generation, storage and disposal of wastes in an integrated way during construction and operation.

2) The WRRMP must address the following matters:

- Waste generation rates;
- The types and volumes of waste (garbage, recycles, organics, etc.) generated;
- Details of on-site storage and/or treatment of waste;
- Disposal of waste generated which cannot be re-used or recycled; and
- Ongoing management of waste during the operational phase of the development, including:
  - Internal path of travel for waste management;
  - Waste collection methodology, and;
  - Waste volumes, bin numbers and collection frequency.
- Management of waste during the construction and demolition phases of the development.

3) Waste storage and collection areas should be:

- Flexible in their design to allow for future changes in the activities and tenancies;
- Located away from primary street frontages, where applicable;
- Suitably screened from public areas to minimise noise, odour and visual impacts;

- Designed and located to consider possible traffic hazards (pedestrian/vehicular);
- Accessible to and at grade with collection vehicles;
- Compatible with the collection service(s) to be used; and
- Designed to encourage the separation of materials.
- Graded for floor waste purposes only, with any waste transfer pathways (i.e. internal movements to
  waste stores for disposal or external movements from waste stores for waste collection) should be
  free of steps and limited to a maximum grade of 1:14
- Featuring a smooth, durable floor and must be enclosed with durable walls/fences that extend to the height of any containers which are kept within the area.
- Within the title boundary. Tenants and/or collection vehicle operators should not need to leave the title boundary to access waste equipment for disposal/collection.
- 4) The design of waste storage and collection areas must consider:
  - Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers;
  - Placing food scraps in specialised containment bins, with regular collection; and
  - Placing clinical (as prescribed under AS3816: 1998 Management of clinical and related wastes) in specialised containment bins for collection by specialised services.
    - Providing refrigerated clinical waste rooms if and when the clinical waste stream is subject to infrequent collections (less than once per week) and the clinical waste stream is subject to rapid decay (i.e. anatomical specimens).

5) Grease traps must be provided where there is a likelihood of liquid waste entering the drainage system (contact Sydney Water to obtain trade waste requirements).

6) For communal storage/collection facilities, specific tenant requirements (i.e. any requirement for individual bins per tenant) should be addressed under the should be addressed under the WRRMP.

7) Any hazardous and/or chemical and/or dangerous waste volumes generated through the construction and/or operational stages of the development must be addressed as a separate piece of work by a specialist contractor.

## **1.6. ACCESS AND PARKING**

### 1.6.1. Parking and Manoeuvring Areas

#### Objectives

a) To facilitate an appropriate number of vehicular spaces having regard to the activities proposed on the land, the nature of the locality and the intensity of the use.

b) To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles).

c) To reduce pedestrian and vehicle conflicts on development sites.

d) To minimise the visual impact of on-site parking.

e) To support the complementary use and benefit of public and active transport

#### Controls

#### Provision of Parking Spaces

1) On-site car parking is to be provided to a standard appropriate to the intensity of the proposed development as set out in Table 11. Parking is to meet AS 2890 and AS 1428.

2) For activities not identified in Table 11, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) and AS 2890 should be referred to as a guide.

#### Table 3 Parking requirements

Activity	Parking Requirement
Freight Transport Facilities	1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility
Industries	1 space per 200m2 of gross floor area or 1 space per 2 employees, whichever is the greater
Vehicel Body Repair Workshops / Vehicle Repair Stations	3 spaces per 100m2 of gross floor area or 6 per work bay, whichever is the greater
Warehouses or distribution centres	1 space per 300m2 of gross floor area or 1 space per 4 employees, whichever is the greater.
Ancillary office space	1 space per 40m2 of gross floor area
Neighbourhood shops	1 space per 40m2 of gross leasable area
Other Uses	In accordance with TfNSW Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This may require the applicant to submit a car parking report from a suitably qualified traffic consultant.
Accessible Parking	Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890.
Bicycle Parking	<ol> <li>space per 600m2 of gross floor area of office and retail space (over 1200m2 gross floor area)</li> <li>space per 1000m2 of gross floor area of industrial activities (over 2000m2 gross floor area)</li> </ol>

#### Design of Parking and Manoeuvring Areas

4) The design of car parks and spaces must comply with the relevant Australian Standards.

5) The movement of pedestrians throughout the car park shall be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles.

6) Car parking areas for heavy vehicles should be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated.

8) 5% of parking areas, per warehouse, should be dedicated to parking bays for electric vehicle charging.

9) Vehicle access is to be integrated into the building design as to be visually recessive.

10) Vehicular access must be swept path tested for the largest vehicle that will access a particular site e.g. the largest vehicle to access the site.

11) Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas.

12) Internal directional signs are to be provided to assist site visitors in locating parking areas.

13) Car park design is to promote passive surveillance, incorporate active measures (e.g. cameras and security patrols) where necessary, and minimise dark areas through lighting.

14) Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.

17) The design of car parks should ensure staff/visitor parking is given safe separation from loading dock circulation areas for heavy vehicles, where practicable

18) Vehicular ramps to be designed in accordance with Australian Standard AS2890.1 and/or AS2890.2 for the relevant design vehicle with suitable transitions

19) Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.

20) All loading and unloading areas are to be:

- Integrated into the design of developments;
- Separated from car parking and waste storage and collection areas;
- Located away from the circulation path of other vehicles; and
- Designed for commercial vehicle circulation and access.

23) Potential entrapment points shall be avoided (e.g. blind corners, wide columns) and lighting and mirrors used when unavoidable.

24) Access, parking, manoeuvring and loading facilities shall be in accordance with AS 2890 and Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 12. The design shall have regard to the Standard Vehicle Turning Templates of the Australian Standards

Table 4 Design vehicle requirements

GFA	Requirement
Up to 1,500m2	Medium Rigid Vehicle (MRV)
1,500m2 to 4,000m2	Heavy Rigid Vehicle (HRV)
4,000m2 to 20,000m2	Articulated Vehicle (AV)
Greater than 20,000m2	30m PBS Level 2 Type B

### 1.6.2. Driveways

a) To ensure satisfactory access to any development or new allotment created by subdivision.

b) To ensure access accommodates traffic generated by the development and the minimum design vehicle type.

c) To minimise the impact of vehicle access points on the quality of the public domain and streetscape.

d) To ensure accessways and driveways provide safe access from a property to a public road.

e) To ensure driveways do not negatively impact on pedestrian mobility and safety.

#### Controls

1) The road access to the site must provide for safe entry and exit, with appropriate traffic sight distance. All vehicles should enter/exit the site in a forward direction.

2) Driveways and access roads shall be designed in accordance with the Australian Standards.

3) The design of driveways shall consider traffic volumes on the surrounding road network and to and from the development.

4) Driveways should be:

- Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;
- Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways, where possible;
- Located to minimise amenity impacts to adjacent rural-residential development; and
- Designed to avoid direct access across a site boundary with a major road. Auxiliary lanes (deceleration and acceleration) may need to be provided to minimise conflicts between entering / leaving traffic and fast moving through traffic.

5) Driveway widths must have swept turning paths tested for the largest vehicle expected to access the site.

6) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.

7) Driveways are to be sealed from the public road up to the parking areas.

8) New allotments must have direct access to dedicated public roads.

## **1.7. BIODIVERSITY**

### 1.7.1. Biodiversity Certification

#### Objectives

1) To ensure the requirements of strategic biodiversity certification under the Cumberland Conservation Plan (CPCP) are implemented, as it applies to the Precinct (if approved).

#### Controls

1) Development is to be sited, designed and managed to avoid or mitigate potential adverse impacts on natural areas and habitat.

3) Where development is proposed to impact on an area of native vegetation, it shall be demonstrated that no reasonable alternative is available and suitable ameliorative measures are proposed (e.g. weed management, rehabilitation, nest boxes).

4) A Weed Eradication and Management Plan outlining weed control measures during and after construction is to be submitted with the development application.

## 1.8. **RIPARIAN LAND**

#### Objectives

a) To ensure vegetation in the riparian area and aquatic fauna is protected and improved and established water quality and flow-related objectives are achieved and maintained.

b) To minimise disturbance and impact on natural waterbodies.

c) To improve the ecological condition of aquatic and terrestrial ecosystems.

d) To restore native vegetation along riparian corridors to promote aquatic and terrestrial ecosystems functioning.

e) To promote natural stream design methodologies and ensure appropriate revegetation of riparian corridors is implemented to allow for watercourse stability.

f) To ensure planning, design and development adopt naturalised solutions for riparian lands.

#### Controls

1) Within a mapped riparian corridor (field-validated), as identified in the Wilton 2040 Structure Plan, existing native vegetation is to be retained, rehabilitated and managed in accordance with the controls below, except where clearing is required for essential infrastructure e.g. roads.

2) Modifications to a natural waterbody and waterfront land requires the approval of Natural Resources and Assessment Regulator (NRAR), including maintaining the ecological outcomes of the watercourse, hydrological benefit and ensure the long-term geomorphic stability of the watercourse.

3) Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian area and habitat, such as fallen debris.

4) Where a development is associated with or will affect a waterway of Strahler Order 2 or higher, rehabilitation shall return that waterway to a natural state.

5) Waterway crossings such as bridges or culverts are to be maintained to retain ecological connectivity and water quality.

6) Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian area and species movements in accordance with NSW Department of Primary Industries - Fisheries requirements to maintain fish passage.

7) Where development is unavoidable within riparian areas or waterfront lands, the development application shall demonstrate that potential impacts on water quality, aquatic habitat, and riparian vegetation will be negligible or offset in accordance with the vegetated riparian zone and offsetting requirements as specified NRAR Guidelines for Controlled activities on waterfront land - riparian corridors (May 2018).

8) All riparian corridors shall comprise a vegetated riparian zone along each side of the watercourse/channel.

9) The vegetated riparian zone shall be vegetated with fully structured native vegetation (trees, shrubs and groundcover species).

11) Activities within the vegetated riparian zone, such as cycleways and paths, detention basins, stormwater management devices and essential services, must comply with the 'riparian corridor matrix' in the NRAR Guidelines.

12) The number of vehicular and pedestrian watercourse crossings should be minimised and designed in accordance with the NRAR Guidelines.

13) Private and public fencing should avoid intersecting across riparian corridors.

15) Appropriate widths for vegetated riparian zones are dependent on the stream order in accordance with the Strahler methodology. Stream width shall be measured either in accordance with the 'Waterfront Land Tool' as developed by the NRAR, or from the top of the highest bank on both sides of the channel/watercourse. Maintenance of riparian corridors should:

- Respond to the hydrological regime of the drainage area for watercourse treatments;
- Replicate the natural watercourse through creation of a meandering channel;
- Simulate natural stream bank and bed substrate having regard to riparian requirements and flow velocities to sustain vegetation groupings;
- Minimise ongoing maintenance through channel and stream bed design;
- Establish functional riparian zones and natural stream channels;
- Maintain or create a full assemblage of local indigenous vegetation with natural instream obstructions;
- Minimise damage to channel banks and vegetation from storm flow events; and
- Ensure that the channel has the capacity to support flood flows having regard to the steepness of the catchment and stream channel morphology.

16) Where a development proposal would significantly affect Key Fish Habitat and/or threatened fish, applicants must include an Aquatic Ecological Environmental Assessment in accordance with the Fisheries Management Act 1994.

18) Dams proposed for retention must be subject to a geotechnical investigation to determine the safety of the structure with respect to surrounding land uses.

19) Where development immediately abuts a riparian corridor, development shall be located and designed to minimise environmental impact to the riparian corridor. Consideration must be given to issues such as surveillance, built form and design, landscaping, opportunity for public interfaces, where appropriate, and protection from bushfire threat.

## 1.9. FLOOD PRONE LAND

#### Objectives

a) To ensure development in the floodplain is consistent with the NSW Flood Prone Land Policy and principles in the NSW Government Floodplain Development Manual.

b) To ensure floodplain risk management minimises the potential impact of development upon the aesthetic, recreational and ecological values of waterways.

c) To maintain the existing flood regime, velocities, flow conveyance and stream hydrology.

d) To ensure development does not alter flood behaviour resulting in adverse impacts to surrounding properties, land uses and infrastructure.

e) To enable safe occupation and evacuation of flood prone land.

f) To ensure development is compatible with flood hazard and flood behaviour.

g) To avoid adverse or cumulative impacts on flood behaviour and environment.

#### Controls

1) A comprehensive Flood Impact Risk Assessment (FIRA) (prepared by a qualified hydrologist and hydraulic engineer) is to be submitted with development applications on land identified as fully or partially flood affected. The FIRA should utilise Council's existing data and data arising from the Wianamatta (South) Creek Catchment Flood Study to provide an understanding of existing flooding condition and developed conditions consistent with the requirements of the NSW Flood Prone Land Policy and Floodplain Development Manual. The FIRA shall determine:

- Flood behaviour for existing and developed scenarios for the full range of flooding including the 5% Annual Exceedance Probability (AEP), 1% AEP, 0.5% AEP, 0.2% AEP and Probable Maximum Flood (PMF);
- Flood Function (floodways, flood fringe and flood storage areas);
- Flood Hazard; and
- Flood constraints, including evacuation constraints (if applicable).

2) The FIRA shall adequately demonstrate to the satisfaction of the consent authority that:

- Development will not increase flood hazard, flood levels or risk to other properties;
- Development has incorporated measures to manage risk to life from flooding;
- For development located within the PMF, an Emergency Response Plan is in place;
- Structures, building materials and stormwater controls are structurally adequate to deal with PMF flow rates and velocities (including potential flood debris);
- Development siting and layout maintains personal safety during the full range of floods and is compatible with the flood constraints and potential risk;
- The impacts of sea level rise and climate change on flood behaviour has been considered;

- Development considers Construction of Buildings in Flood Hazard Areas and accompanying handbook developed by the Australian Building Codes Board (2012); and
- Fencing does not impede the flow of flood waters/overland flow paths.

## 1.10. MINE SUBSIDENCE BUILDING DESIGN

(Refer Mine Subsidence Building Design Principles) Appendix 1 of Volume 7 – Industrial and Infrastructure of the Wollondilly DCP)

#### Objectives

a) To provide design parameters for industrial buildings to mitigate the potential impact of mine

subsidence.

#### Controls

1) Proposed buildings, structures, plant, equipment and associated services and infrastructure should be designed to meet the design requirements of the Subsidence Advisory NSW. The Board will provide the developers of the employment sites with design parameters, which normally include maximum values of vertical subsidence, tilt, strain and curvature that need to be accommodated in the design of the buildings and associated structures and services. The Mine Subsidence Study design parameters for buildings and structures for the Maldon land were identified as follows:

- Maximum vertical subsidence 900 mm
- Maximum tilt 6 mm/m
- Maximum tensile strain 2 mm/m
- Maximum compressive strain 2 mm/m
- Minimum radius of curvature 7.5 km

2) The building design should be certified as satisfactory by the Mine Subsidence Board and this certification submitted with the development application.

3) Design guidelines recommended for industrial buildings potentially affected by mine subsidence are attached as Appendix A.

## 1.11. WATER SENSITIVE URBAN DESIGN

#### Objectives

- a) Achieve a zero impact of stormwater on local waterways
- b) Achieve a zero impact of wastewater on local waterways
- c) Use water to support sustainable development

#### Controls

1) Table 5 below is to be used for all new development applications.

#### Table 5 WSUD requirements

Requirements	2,500+ m2 or 10 lots +
Reduce stormwater runoff to an equivalent of between 2.5 and 3 ML / year / 1 hectare of urban area	Yes
Reduce potable water use by > 70% compared to business as usual	Yes

Requirements	2,500+ m2 or 10 lots +
Mark on plans all relevant appliances, drains, pipes and other assets that related to potable water, wastewater, rainwater and stormwater, and how each contributes to a 'zero impact' development.	Yes
Ensure smart tank technology could in the future be integrated into residential, commercial and industrial developments.	Yes
Prepare an Integrated Water Plan, including who owns and maintains all associated assets, and where all impervious surfaces drain to. See section 8.2 Early Planning for requirements.	Yes
Use Council MUSIC template model to demonstrate how the outcomes of this policy will be achieved.	Yes
Design and build streetscapes in new subdivisions to achieve zero impact	Yes
For developments where demand is greater than 5 ML / year demonstrate how this water will be sourced through rainwater, stormwater or recycled water.	Yes
Where the local water authority / provider advisees there is access to a recycled water network, include a recycled water meter and connection point.	Yes
-Routine monitoring of WSUD effectiveness should be undertaken on an ongoing basis.	Yes
Monitoring of waterways to demonstrate downstream waterway of urban development is of a similar condition / quality to designated reference stream.	Yes
Any development that is not serviced by a reticulated wastewater network available must comply with the On-site Sewage Management and Greywater Re-use policy and principles of IWM Strategy to deliver a zero impact on waterways.	Yes
Prepare a staged erosion and sediment control plan that covers construction stages to final vegetation and establishment, developed by a Certified Professional in Erosion and Sediment Control (CPESC)	Yes

1) Impervious areas are defined as hard surfaces including roads, driveways, roofs, where virtually all rainfall becomes surface flow that flows to local waterways. All impervious areas are included in this policy, irrespective of the type, zoning and use of the property

2) Smart tank technology refers to technology that a) can measure water levels in tanks and send the data to a remote control centre, and b) remotely control the release of water from the tank.

## 1.12. WATER CYCLE MANAEMENT

#### Objectives

a) To manage the flow of stormwater from urban parts of the Precinct to replicate, as closely as possible, pre-development flows.

b) To promote, at Precinct and Growth Area scale, an integrated approach to the provision of potable water, and the management of wastewater and stormwater.

c) To ensure an integrated approach to drinking water, wastewater and stormwater services is considered to drive more sustainable water management outcomes.

d) To ensure that water management measures for development incorporate key principles of water sensitive urban design to help protect, maintain or restore waterway health of identified high value waterways with a minimum requirement of maintaining current health. This involves:

i. Protecting existing hydrological and ecological processes of these waterways including natural features and systems including watercourses, wetlands, lagoons and aquatic, riparian and groundwater dependant ecosystems;

ii. Maintaining the natural hydrological behaviour of the catchment;

iii. Where applicable, protecting the water quality of surface and groundwaters;

iv. Minimising demand on reticulated water supply system; and

v. Integrating water into the landscape to enhance ecological, visual, social, economic and cultural values.

#### Controls

1. Development will demonstrate compliance with the relevant provisions of Council's Design and Construction Specifications including requirements for drainage, water sensitive urban design and volume reduction.

2. Where there are adverse impacts associated with increased flood hazard, or risk or damage on receiving waters or neighbouring land, development will also demonstrate compliance with the relevant provisions of Council's Design and Construction Specifications relating to stormwater detention.

4. Where a development requires drainage works over adjoining properties, the DA is to be supported by landowners' consent for lodgement, from all affected property owners, including written agreement to the creation of easements on title for inter-allotment drainage purposes.

5. Stormwater drainage design is to generally reflect the pre-existing flow characteristics of the site and may require on-site stormwater detention.

6. All stormwater management infrastructure for residential areas, such as detention basins and water quality infrastructure that are proposed to be dedicated to Council are the be negotiated with Council.

7. Where possible, stormwater will be managed primarily through the street network in accordance with Council's Design and Construction Specifications.

8. Developments must be considered in the context of the Development near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning 2008) in relation to the following but not limited to:

vi. Stormwater run-off from the development land will not have adverse impact on the rail corridor by increasing pre-construction flows into the rail corridor; and

vii. Discharge of stormwater from the land during and after a development should be designed to ensure that no adverse effects will be had on the existing watercourse and drainage infrastructure.

9. Development is to comply with the water quality targets in Table 6, below.

Table 6 Water Quality Target requirements

Element	Water quality % reduction in pollutant loads Gross Pollutants (>5mm)	Water quality % reduction in pollutants loads Total suspended solids; Total phosphorousl; Total nitrogen	Environmental Flows Annual Runoff Volume (ARV)
Stormwater Management Objective	90	Neutral or Beneficial Effect on Water Quality - meaning loads of pollutants from future development must be equivalent to or less than that from the existing rural land use prior to development'	Reduce stormwater runoff to an equivalent of between 2.5 and 3 ML / year / 1 hectare of urban area.

## PART B – WILTON INDUSTRIAL PARK EMPLOYMENT PRECINCT SCHEDULE 3

# 2. WILTON INDUSTRIAL PARK SCHEDULE 3

This section forms an additional schedule under the Wilton DCP, similar to South East Wilton (Schedule 1) and North Wilton (Schedule 2). This section provides site-specific controls for the West Wilton Employment Precinct and introduces the site, Concept Master Plan and design principles.

## 2.1. NAME AND APPLICATION OF THIS SCHEDULE

The West Wilton Employment Precinct Site-Specific Development Control Plan (West Wilton DCP) is proposed to form part of the Wilton Growth Area Development Control Plan 2016 (Wilton DCP).

The West Wilton DCP applies to all development on the land made up of nine (9) lots at 10, 20 and 30 Berwick Park Road and 25, 45, 55, 75, 85 and 95 Wilton Park Road (referred to as '**the site**') (refer **Figure 1**).

## 2.2. STRUCTURE OF THIS SCHEDULE

The Wilton Industrial Park Schedule should be read in conjunction with the main body of the DCP and is in addition to the main body of the DCP. In the event of any inconsistency between the Wilton Industrial Park Schedule and the main body of the Wilton DCP, this DCP takes precedence. **Table 1** summarises the structure of the Site-Specific DCP for West Wilton.

Part	Summary
Part 1 – Introduction	Identifies the land to which this Schedule applies.
Part 2 – Concept Master Plan ( <b>Master Plan</b> )	Establishes an overall vision and Master Plan for the Wilton Industrial Park. Provides site-specific figures that support the controls in <b>Part 2</b> of the main body of the DCP in relation to West Wilton.
Part 3 – General Requirements	Provides specific objectives and controls that apply to the Master Plan.
Part 4 – Special Provisions for Development	Specific objectives and controls in relation to movement corridors and networks within the Master Plan.

Table 7 Structure of the West Wilton DCP

#### Figure 6 Land Application Map



Hatch Roberts Day

## 2.3. WILTON INDUSTRIAL PARK – VISION

The vision statement for the West Wilton Employment Precinct identifies the future opportunities presented by the site, and importantly the development of the Master Plan and concurrent site-specific DCP schedule for Wilton Industrial Park. The Master Plan for the Industrial Park is based on the following vision statement:

"Wilton Industrial Park re-purposes an underutilised and strategically located site to become an A-class employment hub embracing its location within Wollondilly Shire. The atmosphere of the estate will be shaped by high quality architecture, a network of pedestrian and cycling connections, lush tree canopy, outdoor activity opportunities and an active public spaces that build on local character and Country identity".

The vision for the site is to create an employment precinct in a highly accessible location, anchored on the junction between the Hume Motorway and Picton Road and to the immediate south of the future Wilton Town Centre. The Master Plan will provide a range of employment typologies to suit the needs of different industries.

The proposed employment areas are limited to the northern portion of the site, which is generally flat and clear of vegetation, with the southern area of the site retained as a landscape corridor. This area forms a buffer between the potential urban development within the Wilton Growth Area and the Nepean River, which has significant biodiversity, environmental and Aboriginal cultural values.

## 2.4. OBJECTIVES FOR DEVELOPMENT

The following objectives and controls are based on the vision for the West Wilton Employment Precinct and a series of supporting technical studies undertaken for the rezoning of the site to IN1 General Industrial.

#### **Overall Objectives**

- (a) **Grow local jobs and attract investment:** The site presents an opportunity to be a catalyst employment hub, delivering employment within the Wilton Growth Area and building on investment opportunities related to the proximity of the Hume Motorway connecting the site with the Western Sydney International Airport and the Aerotropolis.
- (b) **Protect and enhance ecological corridors and waterways and adopt features of local bushland character**: The site presents an opportunity to become an integral element of the local community character through adopting and celebrating local bushland character, providing high quality tree canopy and protecting the natural corridors and biodiversity surrounding the site.
- (c) A sustainably designed place: Wilton Industrial Park will be targeting 6-Star Green Star sustainable credentials representing a leading industrial project within Wollondilly which enhances liveability, contributes to local economic prosperity and delivers sustainable outcomes. State of the art and innovative building design and features will encourage the development to be flexible and adaptable to a changing environment.
- (d) **Shape a connected urban community**: Wilton Industrial Park has the potential to complement the future Wilton Town Centre which is situated to the immediate north of the site. The provision of more jobs within West Wilton, in a location of close proximity to the Wilton Town Centre, will draw more workers into the centre and increase activation.

## 2.5. CONCEPT MASTER PLAN

The Concept Master Plan (**Master Plan**) has been shaped by a comprehensive site analysis and opportunities and constraints assessment in order to ensure the appropriate and considered use of land as an employment precinct, and for ecological and landscape values to be preserved and celebrated.



Figure 7 Wilton Industrial Park – Concept Master Plan

Source: Hatch Roberts Day

## 2.6. STRUCTURE PLAN

#### Objectives

a) To ensure that development in the Precinct occurs in an orderly manner.

b) To ensure coordinated and orderly planning and delivery of infrastructure, land uses, supporting facilities and protection of the environment.

c) To ensure that infrastructure, services and amenities are sufficient to support growth and development in the Precinct.

d) To protect environmental, heritage, amenity, and existing critical infrastructure.

#### Controls

1) Development applications are to be generally consistent with the Precinct Structure Plan (Figure 2), the water cycle management strategy and local road network strategy.

2) The consent authority will consider the extent to which the proposed development is consistent with the Structure Plan, including cumulative and precedent implications on existing and planned infrastructure, and services and amenities provision.

3) Proposed variations to the general arrangement of the Structure Plan must be consistent with the Precinct Vision, to the satisfaction of the consent authority.

Figure 8 Wilton Industrial Park – Precinct Structure Plan



Source: Hatch Roberts Day

The Master Plan has been underpinned by a set of design principles which inform the structure and layout of the West Wilton Employment Precinct. These design principles aim to support the overall objectives of the Planning Proposal and are provided below. The design principles include:

### 2.6.1. Connect to the Nepean River

The southern portion of the site along the Nepean River is a key interface which the Master Plan will reinforce and celebrate. The landscape corridor to the south contributes to the natural amenity for future users of the estate. The Master Plan will provide pedestrian connectivity from the industrial estate to the southern interface, bringing the Nepean River closer to future workers.

Figure 9 Design principle 1 - Connect to the Nepean River



Source: Hatch Roberts Day

### 2.6.2. Establish Key View Lines

The Master Plan will reinforce view existing view lines formed through the natural topography. The proposed road layout and built form configuration will respond to view corridors and key vistas which define the landscape character of Wilton and Wollondilly.

#### Figure 10 Design principle 2 – Establish key view lines



Source: Hatch Roberts Day

### 2.6.3. Create a Movement Network

The site is strategically located in a highly accessible location, being situated along the Hume Motorway to the east and Picton Road to the north. The site is bound by Wilton Park Road to the immediate north which provides direct access into the site. The Master Plan will provide flexibility in terms of future access, with plans for an initial interim access and ultimate access arrangements, both of which will link into Picton Road. The ultimate access arrangement will be along an upgraded Wilton Park Road which will provide direct access to Wilton Town Centre to the north.

Figure 11 Design principle - Create a movement network



Source: Hatch Roberts Day

## 2.6.4. Create a Green Interface

The Master Plan will provide a soft transition between the future built form and the southern portion of the site towards the Nepean River. This transition will be defined by a green edge, including bioretention basins and walking trails which not only contributes to the recreational amenity of the site, but also forms a landscape buffer. The green edge will form a continuous link which connects the different precincts of the site, enhancing permeability and connectivity.

Figure 12 Design principle - Create a green interface



Source: Hatch Roberts Day

## 2.6.5. Activate the Green Edge (Connect to Country)

The green edge which forms the interface between the Wilton Industrial Park and the landscape corridor to the south will be characterised by place activation and celebrated through cultural significant values. There is a significant opportunity to Connect with Country and to create places of cultural significant along the green edge to celebrate Aboriginal history and values.

#### Figure 13 Design principle - Activate the green edge



Source: Hatch Roberts Day

### 2.6.6. Create Destinations

The activation of the green edge to the south of the development area provides an opportunity to create destinations for future workers, residents and visitors to enjoy the natural amenity afforded by the landscape and the proximity to the Nepean River. These destinations along the green edge will be accessible from the east-west road corridor which forms the central movement spine within the site.

Figure 14 Design principle - Create destinations



Source: Hatch Roberts Day

# 2.6.7. Create a Green Public Domain and Enhance Visual Amenity along the Streetscape

The Master Plan will be integrated into the surrounding landscape through a green public domain that and supporting amenity along the future streetscape. Landscaping and street trees will be adopted to screen future built form from the streetscape and soften the edges with surrounding areas earmarked for residential development. The provision of landscaping and green edges will enhance visual amenity along movement corridors and pedestrianised areas.

Figure 15 Design principle - Creating a green public domain and enhance visual amenity



Source: Hatch Roberts Day

### 2.6.8. Capturing Water

The Master Plan will be supported by water sensitive urban design through the implementation of on-site stormwater basins along the landscape interface to the south of the employment lands. The proposed basins are predominately located along the southern boundary of the developable area and in close proximity to natural depressions for overland flow which link into the site from the Nepean River. There is another basin proposed within the north western portion of the site.

#### Figure 16 Design principle – Basins



Source: Hatch Roberts Day

# 3. SCHEDULE 3 – WILTON INDUSTRIAL PARK REFERENCED FIGURES

## 3.1. SUBDIVISION

#### Objectives

- 1. To provide opportunities for a range of industrial uses and subdivision sizes.
- 2. To ensure that development occurs in a logical, coordinated, and staged manner.
- 3. To protect biodiversity values and minimise impacts on remnant native vegetation.
- 4. To respond to the natural topography and physical characteristics of the land and minimise the need to cut and fill.
- 5. To enable the desired road network and hierarchy

#### Controls

- 1. Subdivision is to be in accordance with **Figure 17** below. Note: Indicative only. Final form to be determined in the Development Application stages.
- 2. Subdivision design is to be in accordance with the minimum lot size control of 1,500m2.
- 3. Subdivision design is to be in accordance with the minimum frontage control of 30m minimum lot width at building line.

Figure 17 Wilton Industrial Park Structure Plan



Source: Hatch Roberts Day

## 3.2. VIEWS AND VISUAL IMPACTS

#### Objectives

- 1. To protect the amenity of adjoining rural-residential areas and other sensitive land uses, whilst facilitating employment-generating uses.
- 2. Protect and maintain the scenic quality of the landscape by identifying important vistas/district views and maintaining visual connections to the Nepean River and Razorback Range.
- 3. To consider topography and the natural landscape in the design of subdivisions.

#### Controls

- 1. The design of subdivisions and building orientation should respond to the significant landscape elements and view corridors. Development applications should demonstrate how the natural features of the site have influenced the design.
- 2. Site design shall retain visual connection with ridge lines and vistas.
- 3. The design of lots adjoining Wilton Park Road, Berwick Park Road and Picton Road shall promote a high-quality landscape character.
- 4. Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.
- 5. All retaining walls must include planting along the bottom of the retaining walls to mitigate the visual impact of retaining walls and buildings when viewed from sensitive locations. Sufficient deep soil shall be available to accommodate mature screening.

Figure 18 Indicative View Corridors



Source: Hatch Roberts Day

## 3.3. INTERFACE WITH VISUALLY SENSITIVE LOCATIONS

#### Objectives

- 1. To provide a sensitive interface between industrial development and existing rural residential properties to the west of the site and the Nepean River corridor.
- 2. To ensure the design of subdivision and development at the interface with the Nepean River responds to the topography of the land and other landscape features.
- 3. To minimise amenity impacts from industrial uses, including visual, noise, odour, vibration, overshadowing, privacy and light impacts.

#### Controls

1. Future development within a visual corridor within the Wilton Industrial Park, as shown in **Figure 19**, to respond the natural topograhy, and to consider the use of height transitions. Note: Indicative only. Final form to be determined in the Development Application stages.

Figure 19 Indicative Visually Sensitive Locations



Source: Hatch Roberts Day

## 3.4. INDICATIVE WATER CYCLE MANAGEMENT STRATEGY

#### Objectives

- 1. To protect, maintain and restore the ecological condition, hydrologic and hydrogeology of aquatic ecosystems (including but not limited to wetlands and riparian lands).
- 2. To safely and effectively convey stormwater flows from the developed area to the existing waterways or stormwater treatment infrastructure.

#### Controls

3. The water cycle management strategy within the Wilton Industrial Park to be designed generally in accordance with **Figure 20**. Note: Indicative only. Final form to be determined in the Development Application stages.

Figure 20 Indicative Water Cycle Management Strategy



Source: Hatch Roberts Day

## 3.5. ABORIGINAL HERITAGE

#### Objectives

- 1. To manage Aboriginal heritage values to ensure enduring conservation, design and community outcomes.
- 2. To ensure areas identified as archaeologically or culturally significant are managed appropriately.

#### Controls

3. Development shall be of a scale and form that does not detract from the historical significance, appearance and setting of the heritage item.

## 3.6. INDICATIVE BUSHFIRE RISK AND ASSET PROTECTION ZONE REQUIREMENTS

#### Objectives

- 1. To minimise the risk to life, property and the environment in the event of a bushfire, including the lives of emergency personnel.
- 2. To ensure that all development on bush fire prone land makes adequate provision for access for emergency personnel, vehicles and equipment.
- 3. To balance the risk of bushfire to life and property with the other principles in this Plan, including the need to protect and enhance existing vegetation where possible.

#### Controls

4. The bushfire risk and asset protection within the Wilton Industrial Park to be designed in accordance with **Figure 21**. Note: Indicative only. Final form to be determined in the Development Application stages.

Figure 21 Indicative Bushfire and Asset Protection Zone Requirements



Source: Peterson Bushfire

## 3.7. INDICATIVE PUBLIC TRANSPORT PLAN

#### Objectives

- 1. To encourage the use of public and active transport through the provision of integrated bus routes, and pedestrian and cycle routes.
- 2. To design new developments to promote and support trips via active and public transport.
- 3. To provide pedestrian pathways through parks for recreation purposes.
- 4. To encourage bicycle use by providing sufficient number of secure and accessible bicycle parking spaces with new developments.

#### Controls

1. The open space and recreation network within the Wilton Industrial Park to be designed generally in accordance with **Figure 21**. Note: Indicative only. Final form to be determined in the Development Application stages.

#### Figure 22 Indicative Public Transport Plan



Source: Hatch Roberts Day

## **3.8. INDICATIVE OPEN SPACE AND RECREATION NETWORK**

#### Objectives

1. To create a public domain and landscape character that captures and enhances the local character, integrating the site within the surrounding context.

#### Controls

1. The open space and recreation network within the Wilton Industrial Park to be designed in accordance with **Figure 22**. Note: Indicative only. Final form to be determined in the Development Application stages.

Figure 23 Indicative Open Space and Recreational Network



Source: Georscapes

### 3.8.1. Indicative Precinct Road Hierarchy Plan

#### Objectives

- 1. To enable a road network that is safe and efficient for all users and minimises through traffic on minor roads.
- 2. To encourage the use of public transport, bicycles and walking.
- 3. To provide safe and efficient access to Wilton Park Road and Picton Road for all road users (light vehicles, heavy vehicles, pedestrians and cyclists), while minimising the number of road entry points.

#### Controls

- 1. The road network within the Wilton Industrial Park is to be designed generally in accordance with the Indicative Street Design and Road Network plan at **Figure 24**. Note: Indicative only. Final form to be determined in the Development Application stages.
- 2. Local industrial roads within the Wilton Industrial Park are to be designed in accordance with the typical section at **Figure 25**.
- 3. All roads for development must be designed in accordance with the relevant Austroads, Transport for NSW (TfNSW) and Council standards and specifications.
- 4. Street lighting in accordance with the provisions of AS1158 should be provided in all street.

#### Figure 24 Indicative Street Design and Road Network



#### Figure 25 Typical employment area local street section





### 3.8.2. Indicative Pedestrian Cycle Network Plan

#### Objectives

- 1. To provide pedestrian pathways through parks for recreation purposes.
- 2. To encourage bicycle use by providing sufficient number of secure and accessible bicycle parking spaces with new developments.

#### Controls

3. The active transport network within the Wilton Industrial Park is to be designed generally in accordance with the Indicative Pedestrian and Cycle Network plan at **Figure 26**. Note: Indicative only. Final form to be determined in the Development Application stages.

#### Figure 26 Indicative Pedestrian and Cycle Network



Source: Hatch Roberts Day

## **3.8.3. Location of Flood Prone Land and Riparian Corridor**

#### Objectives

- 1. To ensure development in the floodplain is consistent with the NSW Flood Prone Land Policy and principles in the NSW Government Floodplain Development Manual.
- 2. To ensure floodplain risk management minimises the potential impact of development upon the aesthetic, recreational and ecological values of waterways.
- 3. To maintain the existing flood regime, velocities, flow conveyance and stream hydrology.

#### Controls

- 1. New development in floodways, flood fringe and/or flood storages or in high hazard areas in the 1% AEP flood event considering climate change is not permitted.
- Development should not obstruct overland flow paths. Development is required to demonstrate that any
  overland flow is maintained for the 1% AEP overland flow with consideration for failsafe of flows up to the
  PMF.

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## **APPENDIX A**

## MINE SUBSIDENCE DESIGN PRINCIPLES FOR INDUSTRIAL BUILDINGS

#### Appendix A: Mine Subsidence Design Principles for Industrial Buildings

- The principles adopted for the design of buildings on reactive clay sites can be used in situations where mining induced ground curvature has to be accommodated.
- The recommendations given in AS 2870-2011 should be followed and it should be remembered that mining induced movements have to be accommodated in addition to all normal design requirements.
- A thorough geotechnical survey at design stage is required particularly where the building is to be founded directly on rock.
- Building directly over or close to a fissure or fault, or an infilling natural creek should always be avoided.
- Stepping of buildings may be required where it is not possible to avoid a fissure or fault.
- A more rigorous analysis of the foundation to soil interaction should be undertaken when designing any large rigid structure.
- Rigid foundation beams should be designed to span a distance of half their length or cantilever one third of their length.
- The transfer of ground strains into a structure can occur due to friction beneath or alongside foundations and by earth pressures on the sides of foundations. The foundations should therefore be detailed to reduce the friction between the ground and the foundation and separate the foundation structure from the soil.
- This can be achieved by designing slabs and footings to be as smooth as possible on the underside and by providing a sliding layer of sand at least 150 mm thickness beneath the footings with a polythene membrane on top. On reactive clay sites the sand layer should be omitted. Compressive fillers or void formers can be used alongside footings in the ground to reduce the effect of compressive strains but should also be avoided on reactive clay sites.
- Alternatively the building may be founded on piers or independent footings but in such cases slabs should be designed as suspended slabs with void former beneath them and with sliding joints where they are supported on the piers or footings. Where strains are high greater attention to the design of sliding joints may be necessary and proprietary joints may be useful in some instances to minimise frictional forces.
- Buildings should also be split into smaller sections where appropriate with suitable movement joints carried through the superstructure and this will also assist in accommodating ground curvature.
- Care should be taken to ensure that drainage pipes and other services are free to move where they are built into a structure. This can be achieved using protective sleeves with compressible filler surrounding the pipe or service.
- Buildings should be designed to articulate and hence should be provided with joints to separate the building into smaller elements. Useful guidance for the design of articulated Page 34 of 34 Development Control Plan 2016 Volume 7 – Industry and Infrastructure walling is provided in the Cement and Concrete Association's Technical Note 61. Flexible forms of construction are desirable and storey height openings can be a convenient way of creating vertical joints in the structure.
- Masonry arches should be avoided but if these are required they should be tied at foundation level and across the top of the arches and should be rigidly supported on a reinforced concrete foundation. Alternatively, they can be articulated by the provision of vertical joints in the columns between adjacent arches.
- Internal linings are normally the first to suffer as subsidence occurs with cracking at wall to wall junctions, wall to ceiling junctions and sometimes at board joints. Suspended ceilings are therefore advantageous but where conventional linings are used, provision for movement should be made by introducing movement joints. These can be provided between cornice and wall and to coincide with any points of articulation or weakness in the linings such as at the head of door or window openings.
- Brickwork or masonry should be used in shorter panels where possible and the spacing between vertical joints should not exceed 6 metres. The spacing and width of joints will be determined by the subsidence parameters making due allowance for expansion, brick growth, shrinkage and reactive soil movements.

In extreme cases it may be necessary to consider providing cavity walls internally to coincide with articulation joints so that greater freedom of movement can be provided.

- When the shape in plan of the building is complex it may be difficult to accommodate the differential movements and twisting of the structure and in such cases it would be advantageous to split the building into separate elements joined by a flexible link.
- Generally tilts will be quite small and the residual tilt on completion of mining will in most cases still be within acceptable limits. When the mining plan is known it is possible to be more specific about the probable residual tilt for a particular site but at the time of design it is likely that a conservative approach will be necessary. Some provision should therefore be made in the design of a building for future relevelling of the structure should this be required.
- Buildings with suspended floors can be more easily relevelled by jacking than those built on ground bearing slabs. If, however, the slabs are designed with future jacking in mind it is possible to build in provisions for future adjustment.
- Some industries have equipment that must be kept perfectly level and would be adversely affected even at low levels of tilt. Equipment can be designed with a provision for relevelling, so that the equipment can be adjusted as subsidence occurs.
- Some of the more sensitive structures, such as radar systems, satellite antenna towers, turbines and larger tanks can be designed in such a way that they can be adjusted in level as subsidence occurs.

High racking systems in warehouses can also be designed so that they can be adjusted in level, though any tilt in the floor slabs greater than 0.5 mm/m could present operational difficulties for highlift fork lift trucks.



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