

Appendix F

Western Sydney Aerotropolis Development Control Plan 2021 (Phase 2 Draft)

Western Sydney Aerotropolis DCP 2021 – Phase 2 Draft	Comment	Compliance
Part 2 General Provisions		
2. Recognise Country		
2.1.2 A. Connecting to culture and Country through the cultural landscape		
PO1 Cultural values and heritage form a key structuring element.	<ul style="list-style-type: none"> Through the project cultural design consultants, Djinjama, consultation with Aboriginal community occurred during design of the development and connection with country is a key design principle, as noted in the Design Report (EIS Appendix C). The Applicant has procured an indigenous design team, Jiwah, led by Clarence Slockee for planting design. The planting design will be informed by the Cumberland Plain ecologies and will be a diverse mix of species from ground cover to tree canopy. The language of the Architecture reflects its immediate context, being set within Cumberland Plain and the wider Wianamatta creek network. The design is both soft and feminine, speaking back to the strong connection between women and water. The undulating lines of the landscape design flow through the public central lobby of the building. 	• Yes
PO2 Country and its landscape form a key structuring element.	<ul style="list-style-type: none"> The landscape design undulates across the site, recognising the site as women's country and the maternal stories that connect to water. The scheme aims at enhancing the Cumberland Plain landscape through planting and restoration of natural landscape. 	• Yes
PO3 Country and its waterways form a key structuring element.	<ul style="list-style-type: none"> The proposal has been designed around the natural creek system flowing through the land as outlined in the Design Report (EIS Appendix C) 	• Yes
PO4 Parks and public open space provide areas for outdoor cultural practice, learning and play to support connection to culture and Country.	<ul style="list-style-type: none"> Engagement with Aboriginal persons has occurred through the development of the proposed public domain Spaces for engagement and understanding of traditional cultural practices are proposed for visitors and workers 	• Yes
PO5 Development is guided and informed by Aboriginal people and their cultural knowledge and practice of caring for Country.	<ul style="list-style-type: none"> Consultation with Aboriginal persons in respect to cultural values has been undertaken which has been reflected in the proposal's response to the natural landscape and waterways 	• Yes

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	<ul style="list-style-type: none"> A statement of understanding is provided in Appendix C of the EIS 	
2.1.2 B. Connecting to Culture and Country through the built form		
PO1 Aboriginal culture is celebrated and embedded within building design.	<ul style="list-style-type: none"> The building design is informed through cultural values and research into the history, stories, values, views and important landscaped elements, led by Djinjama consultants. Amongst the seven narratives that Djinjama have identified, the importance of the Water Story and Healing Country to the development of this project. These will guide the form, materials and movement of the landscape of the First Building The building's design response to these key elements is highlighted within the Design report prepared by Hassell Studios. This is highlighted throughout the building in the following; <ul style="list-style-type: none"> Fluid lines, no sharp edges, meander, layering to designing for water change. This is shown in the building's visual appearance The movement and fluidity of water. This is seen in the parallel orientation of the building to enable water to flow across the landscape Water gives life and connects us all. The internal layout of the building is fluid and transparent to enable connectivity for all users Addressing climate change and urban heat island effect. The buildings design responds to adapt to this is highlighted in the roof structures ability to provide urban cooling and biodiversity The First Building landscape will re-establish endemic species of the Cumberland Plain into new communities. This will ensure a landscape that is low water use and supports a diverse range of local fauna 	<ul style="list-style-type: none"> Yes
PO2 Development enables appropriate provision of Cultural infrastructure including dedicated spaces for cultural practice, places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community.	<ul style="list-style-type: none"> Engagement with the Dharawal, Gundungurra, Gurringai, Yuin and Darkinjung people has occurred through the development of the building's design and the Site will enable cultural education through the provision of outdoor areas 	<ul style="list-style-type: none"> Yes
PO3 Cultural narratives are embedded in public art.	<ul style="list-style-type: none"> Public art will be addressed through the Masterplan and will be responsive to culture and Country, particularly within identified areas of significant Aboriginal heritage and value The scheme incorporates public domain upgrades to improve amenity whilst connecting to the water landscape. The proposal includes: <ul style="list-style-type: none"> Naturalised planted basins 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> ○ Ephemeral water feature and amphitheater ○ Native wild-flower meadows ○ Raingardens 	
2.1.2 C. Language and naming		
PO1 Place names incorporate local Aboriginal language to enhance and strengthen the cultural connection to place.	<ul style="list-style-type: none"> • The proposal has incorporated into its design the theme of “Wianamatta,” which is derived from the Dharug language meaning ‘Mother Place’ (“Wiana” meaning mother and “Matta” meaning water place) 	<ul style="list-style-type: none"> • Yes
PO2 Wayfinding signage incorporates Aboriginal language, knowledge and art to enhance and strengthen the cultural connection to place.	<ul style="list-style-type: none"> • Wayfinding signage is proposed in the public domain as part of the broader Masterplan • Further consultation will occur to ensure appropriate cultural values are enhanced through appropriate naming 	<ul style="list-style-type: none"> • Yes
3. Heritage		
3.1 Aboriginal Cultural Heritage		
PO1 Development does not result in the significant damage, demolition or removal of Aboriginal heritage objects or places of cultural value.	<ul style="list-style-type: none"> • The Aboriginal Heritage Assessment (Appendix L of the EIS) confirms the proposal does not impact significant Aboriginal cultural values, subject to the implementation of recommendations within the report around a protocol should unexpected finds occur during construction of the development 	<ul style="list-style-type: none"> • Yes
PO2 New development adjacent to or within the vicinity of an item or place of Aboriginal heritage significance or cultural value should have no impact on that item, or place.	<ul style="list-style-type: none"> • As above 	<ul style="list-style-type: none"> • Yes
PO3 Heritage items and landscape shall provide for long-term conservation outcomes	<ul style="list-style-type: none"> • The scheme provides opportunities to connect people with Aboriginal cultural values through Aboriginal art, naming opportunities and cultural practices on the site, which will be addressed through development of the Masterplan 	<ul style="list-style-type: none"> • Yes
PO4 Aboriginal archaeological Sites are conserved, and significant archaeological remains are protected.	<ul style="list-style-type: none"> • The Aboriginal Heritage Assessment (Appendix L of the EIS) confirms the proposal does not impact significant Aboriginal cultural values, subject to the implementation of recommendations within the report around a protocol should unexpected finds occur during construction of the development 	<ul style="list-style-type: none"> • Yes
3.2 Non-Aboriginal heritage		
PO1 Local heritage is conserved with support from a Conservation Management Plan.	<ul style="list-style-type: none"> • As outlined in the Statement of Heritage Impact (Appendix K of the EIS), the Site is 500m from the heritage site Kelvin (Item #00046) and 4 km from the Church of the Holy Innocents (Item #02005) which provides for appropriate separation from the Site 	<ul style="list-style-type: none"> • Yes

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	<ul style="list-style-type: none"> The scale of the proposal does not detract from the heritage significance of nearby items 	
PO2 Heritage items are used for purposes appropriate to their heritage significance, including adaptive reuse.	<ul style="list-style-type: none"> Not applicable as no sites are directly impacted by the development 	<ul style="list-style-type: none"> N/A
PO3 Inappropriate or unsympathetic alterations and additions of heritage items are removed, and significant missing details and building elements are reinstated.	<ul style="list-style-type: none"> Not applicable as no sites are directly impacted by the development 	<ul style="list-style-type: none"> N/A
PO4 Sufficient curtilage around an item is maintained to minimise the impact of new development and respect the relationship between the item and its surrounds.	<ul style="list-style-type: none"> As outlined in Appendix K of the EIS, the Site is 500m from Item #00046 and 4 km from the Church of the Holy Innocents (Item #02005) which provides for appropriate separation from the Site The scale of the proposal does not detract from the heritage significance of nearby items 	<ul style="list-style-type: none"> Yes
PO5 The impact of new development adjacent to or within the vicinity of a heritage item is minimised.	<ul style="list-style-type: none"> The Statement of Heritage Impact assessed the impacts of the proposed development on the nearest heritage items The SoHI found the impact of the development on these items is minimal as: <ul style="list-style-type: none"> There is sufficient spatial separation between these items and the proposal The Site is in a future city center and will be masked in the visual catchment once the city is developed The proposal retains significant trees which provide appropriate screening The views are not interrupted to the items of significance as noted in the SOHI 	<ul style="list-style-type: none"> Yes
PO6 Protection, retention, and adaption of places with potential to have heritage significance but are not identified as heritage items or places is considered.	<ul style="list-style-type: none"> The Site does not contain places or items of potential heritage significance 	<ul style="list-style-type: none"> N/A
PO7 The subdivision of land on which a heritage building is located does not isolate the building from its setting or context, or adversely affect its amenity or privacy.	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> N/A

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PO8 Archaeological Sites are conserved, and significant archaeological remains are protected and interpreted.	<ul style="list-style-type: none"> The Site does not contain archaeological sites that require retention or protection Refer section 6.3 of the SoHI (EIS Appendix K) which found low potential of archaeological sites for retention 	<ul style="list-style-type: none"> Yes
4 Stormwater, Water Sensitive Urban Design and Integrated Water Management		
4.1 Waterway Health and Riparian Corridors		
PO1 Development retains and restores native vegetation and riparian corridors.	<ul style="list-style-type: none"> The proposal incorporates a detailed Water Sensitive Urban Design (WSUD) strategy to ensure that an integrated water management processes occur within the facility WSUD principles are integrated into the proposal, to reduce impacts on the Wianamatta South Creek Corridor The proposal involves the restoration of the Site landscape to enhance Cumberland Plan landscape 	<ul style="list-style-type: none"> Yes
PO2 Protect key aquatic habitat where it occurs.	<ul style="list-style-type: none"> Appropriate biodiversity and water management will occur through the proposal ensuring the natural environment is protected, regenerated, and restored 	<ul style="list-style-type: none"> Yes
PO3 Development provides increased connectedness to high quality passive open space and the blue-green grid.	<ul style="list-style-type: none"> The importance of water management is key to the proposal, capturing water, for use within the building and irrigation for the landscape. Retaining water bodies on Site, slowing water down to improve the health of the creek networks 	<ul style="list-style-type: none"> Yes
4.2 Existing Artificial Waterbodies		
PO1 Artificial waterbodies mapped for retention in the Precinct Plan are retained through the development process.	<ul style="list-style-type: none"> There is no existing mapped artificial waterbody on the development site (the larger site contains dams which are not modified as a part of this application) 	<ul style="list-style-type: none"> N/A
4.3 Stormwater Management and Water Sensitive Urban Design		
PO1 Development is to demonstrate compliance with the construction stormwater quality targets at the lot, estate, or regional level to ensure the NSW Government's water quality and flow related objectives are achieved	<ul style="list-style-type: none"> A temporary stormwater management system will be installed for the development prior to the implementation of the broader Masterplan stormwater management plan. The proposed development is designed to be consistent with the overall precinct strategy in the <i>Western Sydney Aerotropolis (Initial Precincts) Stormwater and Water Cycle Management Study Interim Report – October 2020</i>. 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> A detailed stormwater response has been provided by AECOM at Appendix R, which demonstrates compliance with the Phase 2 DCP AECOM and WPCA are developing the final stormwater quantity and quality strategy in consultation with Sydney Water It is intended that this strategy (when approved) will supersede this temporary strategy for the First Building 	
PO2 Development is to demonstrate compliance with the stormwater quality targets at the lot, estate, or regional level to ensure the NSW Government's water quality and flow related objectives are achieved	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes
PO3 Development is to demonstrate compliance with the stormwater flow targets at the lot, estate, or regional level to ensure the NSW Government's water quality and flow related objectives are achieved	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes
PO4 Water Sensitive Urban Design (WSUD) principles and approaches are integrated into the design of the development as described in the Precinct Plan's Draft Stormwater and Water Cycle Management Study Interim Report.	<ul style="list-style-type: none"> The First Building is designed to adopt a holistic approach to water, through capturing and storing rainwater for grey water use and landscape irrigation. The site is designed to retain water bodies to slow down water and run off, allowing for natural filtration into the ground, benefiting creek health and biodiversity. Permeable paving will also contribute to the reduction of surface run off A variety of WSUD strategies are incorporated into the proposal including: <ul style="list-style-type: none"> Rainwater Harvesting Natural vegetated swales Landscaped areas Green roof Permeable paving 	<ul style="list-style-type: none"> Yes
PO5 WSUD infrastructure is to be adopted at a range of scales, including allotment, street, estate, precinct and regional level to treat stormwater.	<ul style="list-style-type: none"> As outlined above and in the EIS the proposal incorporates a range of blue and green grid infrastructure to manage and treat stormwater These will be developed during detailed design to incorporate WSUD measures 	<ul style="list-style-type: none"> Yes
PO6 Recycled water schemes are to be supplied by stormwater harvesting and or recycled water,	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes

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with the water infrastructure connecting to the scheme(s).		
PO7 Development is designed to safely convey overland flows in accordance with Stormwater and Integrated Water Management Plan (Sydney Water 2021) and the safety standards included in Australian Rainfall and Runoff Guidelines 2019.	<ul style="list-style-type: none"> The civil report included with the EIS describes the stormwater controls to be implemented for the development which comply with these requirements 	<ul style="list-style-type: none"> Yes
PO8 Stormwater and WSUD management measures manage the impact of urban salinity on waterways, groundwater dependent ecosystems, soils, and urban development.	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes
PO9 Stormwater management systems to be designed to minimise maintenance and total life cycle costs.	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes
PO10 Development is consistent with the Precinct Plan Draft Stormwater and Water Cycle Management Study Interim Report, considering the ephemeral nature of the waterways in planning of the stormwater flow paths and consequent volume and timing of discharges.	<ul style="list-style-type: none"> The proposal is consistent with the Precinct stormwater management plan as detailed in the EIS and Civil Design Report A detailed stormwater response has been provided by AECOM at Appendix R 	<ul style="list-style-type: none"> Yes
PO11 Achieve the urban typology (Site coverage) target and base scenario by integrating design and planning of built form, open space, trees, and landscaping.	<ul style="list-style-type: none"> The proposal is consistent with the control as: <ul style="list-style-type: none"> Provides permeable parking and paving Provides a 3,500m² green roof Supports improved blue and green grid infrastructure which reduce the heat island effect Provides a centralised public domain with deep soil and water features 	<ul style="list-style-type: none"> Yes
4.4 Management and Maintenance of Stormwater Infrastructure		
PO1 Stormwater assets (including land and infrastructure) are managed and maintained by the relevant stormwater authority.	<ul style="list-style-type: none"> Council is the relevant stormwater authority for the site at the initial stage Once the Masterplan and associated Stormwater Management Plan for the broader precinct is developed, the management measures will include those relevant for the site 	<ul style="list-style-type: none"> Yes

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PO2 Development provides opportunities to enable public ownership of waterways.	<ul style="list-style-type: none"> No waterways are within the site 	<ul style="list-style-type: none"> N/A
5 Native Vegetation and Biodiversity		
5.1 Deep Soil and Tree Canopy		
PO1 Consolidate areas of deep soil and provide minimum dimensions which allow for sufficient tree planting.	<ul style="list-style-type: none"> The detailed design of the development will incorporate deep soil measures and canopy trees within the site consistent with the DCP controls, including: <ul style="list-style-type: none"> minimum tree canopy target 25% site area minimum deep soil comprising 15% of the site area at least two medium trees or one large tree planted in the deep soil area for every 400m² of site area 	<ul style="list-style-type: none"> Yes
5.2 Protection of Biodiversity		
PO1 Development does not encroach on environmental protected land to ensure long-term viability and connectivity of the lands.	<ul style="list-style-type: none"> A bushfire impact assessment and stormwater management plan are provided with the application which confirms the long-term viability and connectivity of the land is protected 	<ul style="list-style-type: none"> Yes
PO2 Populations of targeted threatened species are retained, and the condition of suitable habitat improves within areas of the Cumberland subregion most likely to support long-term viability	<ul style="list-style-type: none"> The scheme provides for native planting to promote biodiversity and replenish the Cumberland Plain ecological community. 	<ul style="list-style-type: none"> Yes
PO3 Existing weeds are appropriately managed to reduce threats to biodiversity.	<ul style="list-style-type: none"> Weed management measures will be included as part of the CEMP for the development The ongoing management of weeds at the site will form part of the operational management of the site, with long term management to be addressed through the Masterplan The Applicant would accept condition of consent regarding this 	<ul style="list-style-type: none"> Yes
PO4 Pests are managed to reduce threats to biodiversity.	<ul style="list-style-type: none"> Pest management techniques will be reviewed and implemented during the construction and post construction phase The Applicant would accept a condition of consent regarding this 	<ul style="list-style-type: none"> Yes
PO5 Development facilitates the connected movement of native animals through the landscape.	<ul style="list-style-type: none"> The building footprint is located away from natural habitat associated with Thompsons Creek The site's open layout will enable animals to pass through interrupted 	<ul style="list-style-type: none"> Yes

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PO6 Within land subject to the Draft Cumberland Plain Conservation Plan only, development adjoining conservation areas provides ecological setbacks to targeted threatened species.	<ul style="list-style-type: none"> The proposed site is within the centre of the Bradfield city centre adjacent to the new Bradfield Metro station which is subject to biodiversity certification order under the Growth Centres SEPP and therefore does not require a biodiversity assessment Biodiversity protection and setbacks will form part of the Masterplan design 	<ul style="list-style-type: none"> N/A
PO7 Noise and light adjacent, and near, conservation areas does not result in any disturbance to wildlife.	<ul style="list-style-type: none"> Appropriate light mitigation measure will support the proposal to ensure light spill doesn't unreasonably disturb wildlife This will be developed during the detailed design of the proposed development 	<ul style="list-style-type: none"> Yes
PO8 Traffic calming measures in areas adjacent to conservation areas mitigate risk of vehicle strike on fauna.	<ul style="list-style-type: none"> Road management over the long term will be subject of the Masterplan which is currently under development Given the low level of traffic accessing the site traffic calming measures are not proposed 	<ul style="list-style-type: none"> N/A
5.3 Protection of Trees and Vegetation		
PO1 All ridgeline canopy trees, riparian vegetation, trees of cultural, heritage or amenity significance and mature shade providing trees are retained.	<ul style="list-style-type: none"> A preliminary arborist report is provided at Appendix P outlining that 193 trees are proposed for removal within the project footprint Notwithstanding, the Applicant will endeavour to minimise clearing of existing vegetation where possible, with detailed designs and construction plans to confirm vegetation to be removed and retained 	<ul style="list-style-type: none"> Yes
PO2 Existing trees and vegetation are retained, protected, enhanced, and incorporated into the development, wherever possible.	<ul style="list-style-type: none"> Where possible, existing trees will be retained as outlined in Appendix P Appropriate tree protection measures will be implemented during the construction stage as outlined in the arborist report 	<ul style="list-style-type: none"> Yes
PO3 Removal of trees will only be undertaken if it can be clearly demonstrated the principles of avoid and minimise cannot be achieved regarding development impacts on trees. Where it can be demonstrated that tree removal cannot be avoided, appropriate offsets must be applied to the Site.	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes
PO4 Minimise threats to the long-term survival of existing trees through tree preservation zones and pruning techniques	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes

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PO5 The removal of a hollow-bearing tree shall be replaced with nesting boxes where the trees cannot be retained.	<ul style="list-style-type: none"> This measure will be adopted in the arborist report for any hollow bearing trees recommended for removal 	<ul style="list-style-type: none"> Yes
PO6 Biodiversity values are conserved and enhanced by retaining and enhancing the existing native vegetation and protecting new trees.	<ul style="list-style-type: none"> The Applicant has prepared a landscape plan (Appendix G) which is consistent with the requirements of the DCP 	<ul style="list-style-type: none"> Yes
5.4 Preferred Plant Species		
PO1 Landscape design reflects the cultural landscape and is integrated with the design intent of the architecture and built form. The landscape species list should be referred to (refer to Appendix B).	<ul style="list-style-type: none"> The Applicant has prepared a detailed Landscape Plan (Appendix G) The plant species are generally consistent with Aerotropolis Landscaping Species list at Appendix B of the DCP. Variations to the DCP species list are a result of the cultural planting strategy developed with the involvement of Jiwah. Note that the site is within an area designated as Parkland Priority Area which is exempt from the requirements to engage an ecologist where the species depart from the list of species in Appendix B of the DCP Phase 2 	<ul style="list-style-type: none"> Yes
PO2 Landscaping complements the views to and from the public domain, as well as to and from public and private open spaces within the Site.	<ul style="list-style-type: none"> The Applicant has committed to prepare a landscape plan consistent with the requirements of the DCP Appendix G provides a detailed landscape plan which includes plans of the public domain 	<ul style="list-style-type: none"> Yes
PO3 Trees are planted in locations and distances apart to support their ongoing growth without causing conflict, including with the Obstacle Limitation Surface and utility services.	<ul style="list-style-type: none"> Tree species and locations are described in the landscape plan at Appendix G 	<ul style="list-style-type: none"> Yes
PO4 Landscaping design promotes safety and surveillance.	<ul style="list-style-type: none"> The landscape designs will promote active and passive surveillance 	<ul style="list-style-type: none"> Yes
5.5 Street Tree Planting Requirements		
PO1 Development is to incorporate street trees within public road reserves, designed to be passively irrigated through the stormwater drainage system and maximise stormwater losses through evapotranspiration.	<ul style="list-style-type: none"> Street trees are not part of this development as they will be addressed through the Masterplan currently in preparation Additionally, street tree planting will be provided to the new internal street. This follows guidelines for spacing set out in the Masterplan. Species to be determined during detailed design. 	<ul style="list-style-type: none"> N/A

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6 Access and Movement Framework		
6.1 Street Network Functions and Design		
<p>PO1 Street networks reflect the function and role of streets based on their hierarchy as shown in the Precinct Plan.</p> <p>Street networks are safe, compliant, and incorporate design elements to protect against hostile vehicles.</p>	<ul style="list-style-type: none"> • This section applies to Sites greater than 5,000m², where the road network is being implemented, and development proposals include the delivery of a public street • The Site area is 4,254 m² however delivers a public street • The provision of a road upgrade and appropriate pedestrian connectivity spaces achieves the performance outcomes of the control • CPTED and Hostile Vehicle Impact assessment is currently being undertaken which will address any requirements for hostile vehicle mitigation • The requirements of the control have been addressed in the Traffic and Parking Assessment at Appendix N of the EIS 	<ul style="list-style-type: none"> • Yes
<p>PO2 Streets are planned to adapt to changing travel modes and parking areas include innovative and new technologies.</p>	<ul style="list-style-type: none"> • The Site is close to the Metro station and would support changing travel modes, with broader transport modes addressed through the Masterplan • Electric vehicle charging stations are provided at the Site 	<ul style="list-style-type: none"> • Yes
6.2 Active Transport Network		
<p>PO1 Pedestrian and bicycle movement is prioritised over motorised vehicle movement to provide high levels of pedestrian and bicycle safety, amenity, and comfort.</p>	<ul style="list-style-type: none"> • The Site is close to the Metro station and would support changing travel modes, with broader transport modes addressed through the Masterplan, particularly once the Metro is operating 	<ul style="list-style-type: none"> • Yes
<p>PO2 Pedestrian crossings provide designated and safe opportunities for pedestrians to cross the street.</p>	<ul style="list-style-type: none"> • As above 	<ul style="list-style-type: none"> • N/A
<p>PO3 Safe and convenient set-down and pick-up areas are to be provided for passengers.</p>	<ul style="list-style-type: none"> • During the interim stages of the operation of the First Building a larger carpark is proposed to enable safe areas for pick up and drop off. 	<ul style="list-style-type: none"> • Yes
<p>PO4 Safe and convenient set-down and pick-up areas are to be provided for school students.</p>	<ul style="list-style-type: none"> • Not Applicable 	<ul style="list-style-type: none"> • N/A

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PO5 Walking and cycling are the foundation for movement around mass transit walking catchments.	<ul style="list-style-type: none"> This will be dealt with at the Masterplanning stage 	<ul style="list-style-type: none"> N/A
PO6 Block structure supports walking, cycling and public transport.	<ul style="list-style-type: none"> The proposal complies with the maximum length of the block and provides for appropriate pedestrian and cyclist access Connectivity to active and passive transport options will be further developed at the masterplan stage 	<ul style="list-style-type: none"> Yes
7 Travel Demand Management and Parking		
7.1 Travel Demand Management		
PO1 Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes.	<ul style="list-style-type: none"> Until the Metro line is operational and further development of the Masterplan infrastructure occurs, the primary access to the site will be via car given the limited availability of public transport currently servicing the area. As tenants for the First Building have not been established the Applicant would accept a condition requiring a Travel Access Guide to be completed before occupancy. 	<ul style="list-style-type: none"> Yes
PO2 Where temporary access is required but not currently available, this shall be provided in a way that regards the safety and efficiency of the transport network.	<ul style="list-style-type: none"> Not Applicable 	<ul style="list-style-type: none"> N/A
7.2 Bicycle and Car Parking Rates		
PO1 Rate of parking is in accordance with function of development.	<ul style="list-style-type: none"> Refer to Appendix D and N of the EIS which addresses the controls requirements The proposed 13 bicycle parking spaces satisfies the minimum requirement of 8 staff bicycle spaces and 3 visitor bicycle spaces A total of two disabled parking spaces are proposed, which exceeds the requirements specified 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> The initial stage of the development includes 50 temporary car parking spaces to the east of the building. The temporary parking area will be replaced by buildings in the future as the Bradfield City development progresses Long-term parking at the Site will be capped at 18 spaces The facility incorporates active and passive transport solutions to address the travel and parking demand generated by the facility 	
7.3 Parking Design/Access and End of Trip Facilities		
PO1 The design and layout of car parking and vehicular access is safe and functional.	<ul style="list-style-type: none"> The size and design of parking spaces and any associated manoeuvring areas will be in accordance with AS 2890 	<ul style="list-style-type: none"> Yes
PO2 A minimum of 2% accessible car parking is provided for people with mobility impairment.	<ul style="list-style-type: none"> A total of two disabled parking spaces are proposed, which exceeds the requirements specified 	<ul style="list-style-type: none"> Yes
PO3 Prioritise use of basement car parking areas.	<ul style="list-style-type: none"> Not Applicable 	<ul style="list-style-type: none"> N/A
PO4 Where required due to flooding or geological constraints preventing the use of basements, at grade and above ground car parking does not detract from public domain or amenity.	<ul style="list-style-type: none"> The proposal is consistent as the parking is located behind the AMRF The carparking is sufficiently screened by landscaping 	<ul style="list-style-type: none"> Yes
PO5 Above ground car parking is designed to activate the streetscape and not detract from the public domain.	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> Yes
PO6 Utilise integrated parking solutions to service multiple development Sites.	<ul style="list-style-type: none"> Not Applicable at this stage of the development To be addressed through the Masterplan 	<ul style="list-style-type: none"> N/A
PO7 Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements.	<ul style="list-style-type: none"> The proposal is consistent with the controls as: <ul style="list-style-type: none"> Loading spaces are separate from pedestrian access points Separate access points are provided for pedestrian's and vehicles 	<ul style="list-style-type: none"> Yes
PO8 Vehicle access arrangements and queuing areas on a Site shall minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees.	<ul style="list-style-type: none"> Refer to Appendix N of the EIS and Appendix J of the response to submission which addresses this requirement. A 6m wide one-way vehicular access is provided through the Site for vehicles to enter from Innovation North and to exit onto Fifteenth Avenue. As Fifteenth Avenue will be delivered after the opening of the First Building, a two-lane two-way temporary 	<ul style="list-style-type: none"> Yes

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	carriageway will be constructed adjacent to Fifteenth Avenue to enable vehicle access.	
PO9 Car parking spaces and associated infrastructure are designed with the potential to transition to other uses (applicable to Sites over 5,000m ²).	<ul style="list-style-type: none"> Not Applicable 	<ul style="list-style-type: none"> N/A
PO10 Landscaping is integrated with vehicular access and car parking areas on development lots to soften their visual impact, provide protection from glare, and reduce heat island effect.	<ul style="list-style-type: none"> This is addressed through the Design Report (Appendix C of the EIS) A landscape plan is provided at Appendix G of this submission 	<ul style="list-style-type: none"> Yes
PO11 Parking layout, surfacing and drainage design responds to Water Sensitive Urban Design.	<ul style="list-style-type: none"> The proposal is consistent with the control as it incorporates a permeable surface and incorporates drainage directed to the retention basin as part of the temporary stormwater system. 	<ul style="list-style-type: none"> Yes
PO12 Provision is made, where required, for the integration of car share parking.	<ul style="list-style-type: none"> During the interim stages the proposal will cater for 50 temporary spaces, which is reduced to 18 spaces once the Metro is operating 	<ul style="list-style-type: none"> Yes
PO13 Electric vehicle parking and charging stations are to be integrated into car park design on the development Site.	<ul style="list-style-type: none"> The car parking area includes electrical vehicle charging facilities to support electric vehicle usage. 18 permanent car parking spaces and 32 temporary car parking spaces, 10% of permanent parking spaces support electric charging A conduit will be provided to all car-parking spaces to permit installation of charging facilities as demand grows. Charging will be initially installed in line with Bradfield City Centre guidelines. 	<ul style="list-style-type: none"> Yes
PO14 Utilise tandem, stacked, and mechanical parking where appropriate.	<ul style="list-style-type: none"> Not Applicable 	<ul style="list-style-type: none"> N/A
PO15 Smart technology to be incorporated in large car parks (over 100 spaces) to improve functionality.	<ul style="list-style-type: none"> Not Applicable 	<ul style="list-style-type: none"> N/A
PO16 Bicycle parking is to be functional and secure.	<ul style="list-style-type: none"> The proposed bike parking complies with AS 2890.3 	<ul style="list-style-type: none"> Yes
PO17 Provision is made for electric bicycle charging.	<ul style="list-style-type: none"> End of trip and cycling facilities will include the ability to have E-bike charging 	<ul style="list-style-type: none"> Yes
PO18 Bicycle parking is easily accessible.	<ul style="list-style-type: none"> Refer to Appendix N of the EIS which addresses this requirement. 	<ul style="list-style-type: none"> Yes

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PO19 Change and shower facilities are provided for user needs.	<ul style="list-style-type: none"> The proposal incorporates end of trip facilities consistent with the control 	<ul style="list-style-type: none"> Yes
7.4 Servicing and Loading Design		
PO1 Provide on-Site loading and servicing that meets the demand generated by the development.	<ul style="list-style-type: none"> The proposed at-grade loading bay is at the eastern extent of the building. The Site will be serviced by a 19m semi-trailer once every two to three weeks 	<ul style="list-style-type: none"> Yes
PO2 Loading and unloading facilities are adaptable to future technologies.	<ul style="list-style-type: none"> The adaptability of these facilities for future technologies will be addressed through the detailed design stage 	<ul style="list-style-type: none"> Yes
PO3 Service vehicle types are appropriate to the scale and requirements of the proposed development.	<ul style="list-style-type: none"> Waste collection will occur one to two times per week. A 12.5m heavy rigid vehicle was used to test swept paths for waste access 	<ul style="list-style-type: none"> Yes
PO4 Loading areas provide safe access and they are designed to avoid dominating the public domain.	<ul style="list-style-type: none"> The vehicle access link allows a 19m articulated vehicle and a 12.5m heavy rigid vehicle (HRV) to traverse through the Site and stop at the loading bay This ensures no obstruction or conflict with other vehicles traversing through the Site while a service vehicle or waste truck is parked at the loading bay 	<ul style="list-style-type: none"> Yes
8 Building Siting and Design		
8.1 Building Setbacks and Interfaces		
A. Interface between potential conflicting uses	<ul style="list-style-type: none"> The built form and design of the facility generally complies with the numerical controls outlined within the DCP Appropriate setbacks, heights and gross floor areas are proposed to ensure view and overshadowing impacts are minimised and a high level of visual amenity are achieved The masterplan remains under review however the proponent notes that a 45m wide boulevard to the north of the Site which will mitigate the risk of any significant long-term overshadowing. Given the short payback period of solar panels and long development cycle we do not expect that any future development will impact the economic feasibility of the solar panels being installed as part of the SSDA for the AMRF 	<ul style="list-style-type: none"> Yes
B. Interface with a major road	<ul style="list-style-type: none"> The built form is sufficiently distanced from the proposed surrounding road network as demonstrated 	<ul style="list-style-type: none"> Yes

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C. Interface with Badgerys Creek Road	<ul style="list-style-type: none"> Not Applicable 	<ul style="list-style-type: none"> N/A
D. Interface with the future Outer Sydney Orbital (OSO)	<ul style="list-style-type: none"> Not Applicable 	<ul style="list-style-type: none"> N/A
8.2 Universal Design and Access		
PO1 Buildings and public places are designed for equity, accessibility and safety.	<ul style="list-style-type: none"> The proposal complies with the performance outcome of the control as it provides equitable, safe, and legible access to the public realm and built form for all people who intend to use the facility 	<ul style="list-style-type: none"> Yes
8.3 Design for Safe Places		
PO1 Passive surveillance is maximised.	<ul style="list-style-type: none"> Passive and active surveillance systems are incorporated into the design to facilitate safe spaces for all 	<ul style="list-style-type: none"> Yes
PO2 Access and sightlines promote safe movement. Ensure pedestrian and cycleways are designed in accordance with CPTED	<ul style="list-style-type: none"> The building has been designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, to be addressed further during detailed design 	<ul style="list-style-type: none"> Yes
PO3 Car parking areas, pathways and other elements of transport network infrastructure are in accordance with Crime Prevention Through Environmental Design (CPTED)	<ul style="list-style-type: none"> The Car parking areas is designed in accordance with CPTED principles Use of landscaping and separate entrances for pedestrians are consistent with the control's requirements 	<ul style="list-style-type: none"> Yes
PO4 Safety is ensured via the use of appropriate lighting.	<ul style="list-style-type: none"> Lighting will be developed during the detailed design stage 	<ul style="list-style-type: none"> Yes
PO5 Public and private spaces are clearly delineated.	<ul style="list-style-type: none"> Landscaping has been used to delineate between public and private spaces rather than building materials 	<ul style="list-style-type: none"> Yes
PO6 Building materials are durable.	<ul style="list-style-type: none"> The proposed building materials will be durable and modular allowing for disassembly if required 	<ul style="list-style-type: none"> Yes
8.4 View Sharing		
PO1 Streets, the public domain, and open space protect and provide views to significant scenic and culturally valuable landscapes, particularly ridges, creek lines and riparian corridors.	<ul style="list-style-type: none"> Refer to the EIS and Appendix C The building's design enables reasonable view sharing in the immediate rural context and future city Centre Appropriate landscaping active spaces are provided to enhance the public domain 	<ul style="list-style-type: none"> Yes

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8.5 Signage and Wayfinding		
PO1 Businesses are readily identifiable, while the visual and physical amenity of a locality is not impaired by a proliferation of signs.	<ul style="list-style-type: none"> Signage is addressed in the EIS The proposed location of the signage is clear and visible in a compatible design and size 	<ul style="list-style-type: none"> Yes
PO2 Signage is of high visual quality, compatible with the character of the precinct and complements the public domain.	<ul style="list-style-type: none"> The proposed signage will not impact on the immediate rural character or desired future character of Bradfield City Centre 	<ul style="list-style-type: none"> Yes
PO3 Signage does not result in adverse impacts on amenity.	<ul style="list-style-type: none"> The AMRF signage does not unreasonably disrupt the amenity of the locality and is consistent with the signage guidelines under <i>State Environmental Planning Policy (Industry and Employment) 2021</i> 	<ul style="list-style-type: none"> Yes
PO4 Signage level of illumination is safe and does not cause detrimental impacts on the amenity of its locality.	<ul style="list-style-type: none"> Further details will be provided at detailed design stage 	<ul style="list-style-type: none"> Yes
PO5 Signage maintains appropriate levels of safety and not unduly obstruct, or distract, vehicular or pedestrian traffic.	<ul style="list-style-type: none"> The AMRF Sign complies with the control as it is more than 2.4m above ground level 	<ul style="list-style-type: none"> Yes
PO6 Wayfinding signage provides direction to connection points, places of cultural significance, activity or links to active transport routes.	<ul style="list-style-type: none"> Wayfinding signage will be addressed in the masterplan design process 	<ul style="list-style-type: none"> Yes
9. Flooding and Environmental Resilience and Adaptability		
9.1 Flood Risk Management		
PO1 – PO8	<ul style="list-style-type: none"> The facility has been designed to incorporate resilient development principles to enable the building to adapt to environmental hazards within the Aerotropolis Core A Flood Impact Assessment was provided at Appendix R of the EIS which demonstrates the site is not subject to flooding risk 	<ul style="list-style-type: none"> Yes
9.2 Mitigating the Urban Heat Island Effect		
PO1 Site layout of development and public domain mitigates urban heat island effect.	<ul style="list-style-type: none"> The proposal incorporates measures to address the urban heat island effect and provides for WSUD measures to address flooding, such as water retention basins, natural vegetated swales, water gardens and an ephemeral water feature 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> The public realm design reduces the urban heat island effect through selection of materials with appropriate solar reflectance. The provision of tree canopy cover and shade, and the use of water in the landscape also improve thermal comfort These measures will be addressed during detailed design 	
PO2 Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.	<ul style="list-style-type: none"> Addressing the urban heat island effect through strategies to provide for a cooler urban environment. This is shown in the proposed 3500m² green roof The roof design cantilevers 4m past the building facade - providing huge solar shading benefits reducing the heat loads, in turn increasing building efficiency by reducing required cooling capacity This roof cantilever also assists in providing shade and respite within the public domain The proposal incorporates a range of sustainable building materials and construction methods to provide natural building cooling The roof is designed to comply with the Green Star Urban Heat Island requirements and provides both Green Roof and Solar panels to promote cool roof outcomes, create habitat and generate renewable energy 	<ul style="list-style-type: none"> Yes
9.3 Bushfire Hazard Management		
PO1 Development responds appropriately to the level of bushfire risk, as per <i>Planning for Bushfire Protection 2019</i> .	<ul style="list-style-type: none"> A Bushfire Hazard Assessment (BHA) was included in the EIS (Appendix J) which addresses bushfire risk The BHA concludes that the proposed development meets the specific objectives of PBP 2019 subject to the implementation of recommendations in relation to APZs, access, water supply, electricity service, gas service, construction standards and landscaping Tree canopy cover is located to maximise thermal comfort in areas of high use such as gathering places and pedestrian paths 	<ul style="list-style-type: none"> Yes
PO2 Native vegetation is retained, while other mitigation measures are implemented as a response to bushfire risk.	<ul style="list-style-type: none"> The BHA provides relevant recommendations for responding to bushfire risk 	<ul style="list-style-type: none"> Yes
9.4 Salinity		
Performance objectives PO1- PO6	<ul style="list-style-type: none"> As noted in Appendix A of the Submissions Report, the site is located in an area of 'Moderate Salinity Potential.' Discharge from the site will be directed via on site detention basins with controlled release towards Thompsons Creek, which is denoted an area of 'Known Salinity' 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> Given the site discharge will not be directed from an area of higher salinity to lower salinity, the proposed development would not increase the salinity hazards across the site (consistent with principle PO8 in Section 4.3.2 in the DCP Phase 2) 	
9.5 Acid Sulfate Soils		
Performance objectives PO – PO3	<ul style="list-style-type: none"> The land is not mapped as affected by acid sulfate soils Appropriate landscaping and WSUD measures are included to reduce risk of potential waterway damage The Landscape-led design minimises the potential for environmental and waterway impacts from development on acid sulfate soils as outlined in Appendix G 	<ul style="list-style-type: none"> N/A
9.6 Erosion and Sediment Control		
Performance objectives PO1 – PO5	<ul style="list-style-type: none"> Refer to Appendix D of the EIS for discussion on the proposal's erosion and sediment control measures A concept Erosion and Sediment Control Plan (ESCP) is included in the Civil Engineering Report. The ESCP demonstrates that adequate controls can be established to avoid the pollution of receiving waters during construction of the development Prior to commencing construction, a detailed ESCP will be prepared to include sediment and erosion controls to be designed, installed and maintained in accordance with the requirements of the Blue Book (Landcom, 2004) 	<ul style="list-style-type: none"> Yes
9.7 Contaminated Land		
Performance objectives PO1 – PO4	<ul style="list-style-type: none"> A detailed site investigation (DSI) has been prepared for the development which concludes that the site does not require remediation and will be suitable for the proposed use. Prior to commencement the proposal will be reviewed by an EPA accredited Site Auditor 	<ul style="list-style-type: none"> Yes
9.8 Odour		
PO1 Development manages and mitigates odour impacts from development.	<ul style="list-style-type: none"> The Air Quality Impact Assessment (AQIA) in Appendix Q of the EIS concludes that the proposed uses of the site would not generate odour Waste generated will be managed effectively to reduce odour impacts 	<ul style="list-style-type: none"> Yes

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9.9 Air Quality		
PO1 Development manages and mitigates air quality impacts from development.	<ul style="list-style-type: none"> The AQIA in Appendix Q of the EIS addresses these requirements 	<ul style="list-style-type: none"> Yes
10 Airport Safeguarding		
10.1 Protection of Operational Airspace		
PO1 Development does not generate turbulent emissions into the protected airspace.	<ul style="list-style-type: none"> The proposal will not cause plumes which could impact airspace 	<ul style="list-style-type: none"> Yes
PO2 Development does not impact on aviation or the operation of the Airport with regard to light emission and reflective surfaces.	<ul style="list-style-type: none"> The Site is mapped within the 6km Lighting Intensity Radius zone; however, the proposal is not prescribed development in clause 23(2)(a) of the Aerotropolis SEPP Should construction occur once the operation of the airport commences, lighting will be designed to ensure it is not obtrusive and does not impact airport operations 	<ul style="list-style-type: none"> Yes
10.2 Noise		
PO1 Development within the ANEC 20 and above contours is constructed to achieve indoor design sound levels as per the Indoor Design Sound Levels for Determination of Aircraft Noise Reduction in AS 2021	<ul style="list-style-type: none"> The Site is not within the ANEC contour of 20 or greater and the proposal is not noise sensitive development pursuant to clause 19(6) of the Aerotropolis SEPP 	<ul style="list-style-type: none"> Yes
10.3 Wildlife Hazards		
PO1 Development does not attract wildlife which would create a safety hazard to the operations of the Airport.	<ul style="list-style-type: none"> The Site is within the 3km & 8 km wildlife buffer zones however the proposal is not relevant development under clause 21(4) of the Aerotropolis SEPP The facility will provide for appropriate mitigation methods to safeguard the airport from wildlife strikes 	<ul style="list-style-type: none"> Yes
PO2 Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport.	<ul style="list-style-type: none"> The landscaping is described in the Landscape Plans in Appendix G Given the site is in the parkland priority area in the DCP, the Applicant does not need to obtain ecologist advice on species not included on the list in Appendix B of the DCP 	<ul style="list-style-type: none"> Yes
10.4 Communications, Navigation and Surveillance Systems		
PO1 Development must not impact upon communication, navigation, and surveillance systems.	<ul style="list-style-type: none"> All equipment and machinery at the First Building will be tested and verified to ensure that the proposal does not unreasonably impact communications navigation and surveillance systems, which can pose a risk to pilots 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> The Applicant would agree to a condition of consent to ensure proposed machinery and technologies use on Site does not disrupt communication and surveillance systems. 	
11 Sustainability and Circular Economy		
11.1 Energy		
P01 Incorporate a diversity of renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030	<ul style="list-style-type: none"> Passive design strategies including significant shading of the façade by the 4.5 m roof cantilever, internalised thermal mass and green roof elements to reduce energy consumption of the buildings Approximately 50% of the roof will be covered by photovoltaic cells (PVs). The PVs are sized to provide an indicative capacity equal to 100% of net demand based on performance equivalent to a 5 star NABERS Whole Building rating 100% of the proposal's office building's energy demand will be met by the PVs and the excess electricity generated will be used for the process loads as well as landscape lighting which were excluded from the electricity demand calculation of the building The facility has been designed to utilise Circular Economy principles at the beginning and end of the building and component life cycle The facility incorporates ESD principles to achieve a net zero carbon emission and intent of the facility is to engage with the living building challenge 	<ul style="list-style-type: none"> Yes
P02 Utilise the roofscape of the buildings to improve environmental performance of buildings and Aerotropolis as a whole, including energy generation.	<ul style="list-style-type: none"> The roof will be able to capture and store enough energy to power the building entirely (not including the manufacturing equipment) The proposed green roof provides an urban canopy that reduces the urban heat island effect whilst providing passive energy generation 	<ul style="list-style-type: none"> Yes
P03 Where possible, provide gas services as an alternative energy source to assist in reducing reliance on electricity for heating and hot water.	<ul style="list-style-type: none"> As the building is targeting net-zero operational energy and all electric building strategies will be integrated, no gas will be used in the building for any purposes 	<ul style="list-style-type: none"> Yes
11.2 Reducing Waste and Supporting the Circular Economy through Design and Construction		
PO1 Building design and construction techniques minimise waste and ensure efficient construction.	<ul style="list-style-type: none"> Modular construction and prefabrication are key design strategies that feed into the circularity story of the First Building The modularity of the building fits into the principles of circularity, whereby the building creates little to no waste as it can be adapted, reused, recycled or relocated, which extends the life of the building and its components 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> One of the strategic design initiatives is to carefully consider the embodied carbon of all the materials used in the project. Timber has around 50% less embodied carbon than traditional concrete Other materials that have very low-embodied carbon such as Rammed Earth, which has the potential to be sourced locally, even potentially from the locality. When sourcing materials the locality and transportation will be of great importance in minimising overall carbon footprint Green recycled aluminium will be used where applicable. These materials directly support the circular economy, are low waste and embodied energy The building will be an exemplar for the adoption of these highly circular materials that will create new supply chains and encourage mass adoption. The contractor will be required to provide a detailed life cycle management plan prior to the construction certificate. 	
PO2 Reuse and recycle construction and demolition waste, aiming for zero waste to landfill.	<ul style="list-style-type: none"> The project as part of its Green Star commitments will deliver 90% diversion of construction waste from landfill. There is no demolition associated with the project Waste has been designed out through the design for manufacture, assembly and dis-assembly approach taken for the predominantly timber structure. The building will support Bradfield Town Centres commitment to promoting the circular economy. 	<ul style="list-style-type: none"> Yes
PO3 Support the delivery of a circular economy across the Aerotropolis.	<ul style="list-style-type: none"> Addressed in the above 	<ul style="list-style-type: none"> Yes
11.3 Waste Management and Recovery		
PO1 Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities.	<ul style="list-style-type: none"> A waste management plan will be prepared at the detailed design stage once contractors have been appointed Waste will be minimized and consistent with the circular economy principle's at outlined in Section 11.2 	<ul style="list-style-type: none"> Yes
PO2 Waste and recycling facilities promote waste separation and reduce contamination. Materials are separated at source to achieve higher value recovery.	<ul style="list-style-type: none"> As above Resource separation is provided for the office space and dedicated facilities will be provided for the manufacturing component once the manufacturing processes have been designed 	<ul style="list-style-type: none"> Yes
PO3 The location of waste management is clearly indicated for each Site and neighbourhood.	<ul style="list-style-type: none"> Waste management systems will be developed during the detailed design stage 	<ul style="list-style-type: none"> Yes

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PO4 Waste bins are provided to a level commensurate with waste produced for each development as outlined in Council's waste and recycling service.		<ul style="list-style-type: none"> Waste management prepared at the detailed design stage will be consistent with the control 	<ul style="list-style-type: none"> Yes
PO5 Implement innovative waste management storage systems that are safe, healthy, and efficient.		<ul style="list-style-type: none"> The waste management prepared at the detailed design stage will be consistent with the control 	<ul style="list-style-type: none"> Yes
PO6 Waste management storage systems minimise negative impacts on the streetscape, public domain, building presentation or amenity of pedestrians, occupants, and neighbouring Sites.		<ul style="list-style-type: none"> The waste management prepared at the detailed design stage will be consistent with the control 	<ul style="list-style-type: none"> Yes
12 Services and Utilities			
12.1 Services and Utilities Design			
Performance objective PO1 – PO7		<ul style="list-style-type: none"> The facility will be serviced with appropriate infrastructure, services and utilities as outlined in Section 3.5 of the EIS, specifically services and utilities provided to the Site are: <ul style="list-style-type: none"> Electricity Internet Utilities associated with the public domain Water Consultation will occur with each service provider during the detailed design stage to ensure the Site's connection with appropriate services and utilities 	<ul style="list-style-type: none"> Yes
12.2 Telecommunication Facilities			
Performance objective PO1 – PO5		<ul style="list-style-type: none"> During the detailed design stage the Applicant will continue to consult with the relevant service provider to ensure the Site is connected with telecommunication facilities 	<ul style="list-style-type: none"> Yes
12.3 Precinct Integrated Water Management			
PO1 Water supply is provided to all development, as part of a comprehensive water infrastructure network.		<ul style="list-style-type: none"> The Civil Design Report notes that the development will connect with the existing 150 mm Sydney Water main on Badgerys Creek Road The building would also connect with future water supply infrastructure developed as part of the broader masterplan including recycled water as part of the Upper South Creek Advanced Water Recycling Centre to be operated by Sydney Water 	<ul style="list-style-type: none"> Yes

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<p>PO2 Water supply is to come from a diversity of interconnected sources, to achieve a minimum of 80% non-potable water demand supplied from non-potable sources including harvested rainwater (roof water), harvested stormwater and recycled wastewater, where this does not materially impact on ongoing waterway health. Rainwater and harvested stormwater are encouraged to be the primary source then backed up by recycled wastewater then potable water.</p>	<ul style="list-style-type: none"> • The scheme is consistent with the control as it includes rainwater harvesting methods to reduce non-potable demand • The 3,500m² roof will harvest rainwater and reuse it throughout the site • The harvested water is used to promote urban cooling and reduce the heat island effect • The rainwater tank has been sized to provide non-potable water demand offset of the building through supplying non potable water demands on Site and providing capacity to supply future buildings as Bradfield grows • Bradfield Town Centre is investigating a centralised district facility of water recycling and reticulation and the building is designed to enable future connection 	<ul style="list-style-type: none"> • Yes
13 Smart Places		
13.1 Smart Places Design		
<p>PO1 Multi-function poles (also known as Smart Poles) accommodate several functions and services on the same pole. This reduces the total number of poles on the street, improving amenity and reducing street clutter.</p>	<ul style="list-style-type: none"> • These will be developed as part of the Masterplan 	<ul style="list-style-type: none"> • N/A
<p>PO2 Pit and pipe infrastructure support future requirements to service smart city infrastructure.</p>	<ul style="list-style-type: none"> • As above 	<ul style="list-style-type: none"> • N/A
<p>PO3 Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource management throughout their operational lives.</p>	<ul style="list-style-type: none"> • The proposed development is an advanced manufacturing research, development and training facility to support the development of the advanced manufacturing sector within the Western Sydney Aerotropolis, by housing shared high-tech manufacturing equipment for research and development • Smart technology will be fitted to ensure the building management systems are as efficient as possible as the scheme aims at achieving the living building challenge • Technologies will be reviewed and implemented at the detailed design stage • The proposed Digital Strategy for Bradfield will mean that the building is digitally connected, and integrated data loggers will be used to support the fine-tuning of the building to ensure the most efficient use of energy and water in operation 	<ul style="list-style-type: none"> • Yes

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PO4 Embedding smart technologies enhances experiences in the public domain and creates liveable public open spaces.	<ul style="list-style-type: none"> • Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy for the building • The facility will provide for an integrated technology systems to achieve a smart city • During the detailed design stage technologies will be explored and implemented to satisfy the living building challenge 	<ul style="list-style-type: none"> • Yes
Part 3 – Additional Provisions for Large Sites		
14 Benchmarks for Larger Sites, Subdivision or Master Planning		
14.1 Targets for Site Coverage, Perviousness and Quantum of Public Domain by Typology	<ul style="list-style-type: none"> • The detailed design of the development will comply with the targets for Site Coverage, Perviousness and Quantum of Public Domain by Typology • <u>Lot requirements</u> <ul style="list-style-type: none"> ○ Site cover: 60% ○ Perviousness: 40% • <u>Typology elements</u> <ul style="list-style-type: none"> ○ Lot Area % of total area: 55% ○ Perviousness 40% base or 30% parkland • <u>Streets (including plazas and urban public spaces adjacent to a street)</u> <ul style="list-style-type: none"> ○ Lot Area % of total area: 30% base or 30% alternative solution ○ Perviousness 30% base or 30% alternative solution • <u>Open space (including parks, gardens, playgrounds, playing fields, and alike)</u> <ul style="list-style-type: none"> ○ Lot Area % of total area: 15% base or 20% alternative solution ○ Perviousness 90% base or 90% alternative solution 	<ul style="list-style-type: none"> • TBC
14.2 Street Patterns		
Performance objectives PO1	<ul style="list-style-type: none"> • This does not apply as the Site is not larger than 5,000m² 	<ul style="list-style-type: none"> • N/A
14.3 Public Art		
Performance objective PO1 – PO3	<ul style="list-style-type: none"> • Public art will be addressed through the Masterplan and will be responsive to culture and Country, particularly within identified areas of significant Aboriginal heritage and value 	<ul style="list-style-type: none"> • Yes
14.4 Social Infrastructure		
PO1 Social infrastructure is located within centres that are highly accessible by public	<ul style="list-style-type: none"> • The proposal incorporates large areas of public domain to support the future community needs of the Bradfield City Centre as part of the broader Masterplan development 	<ul style="list-style-type: none"> • Yes

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transport and within reasonable walking and cycling distance.		
PO2 Social infrastructure is designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles as well as the Principles of Universal Design.	<ul style="list-style-type: none"> The detailed design of the public domain will address the requirements of the CTPED principles 	<ul style="list-style-type: none"> Yes
PO3 Social infrastructure is flexible so it can respond and adapt as population, technology, or community (residents and employees) needs change. It supports the health and wellbeing of the community and their changing needs.	<ul style="list-style-type: none"> The public domain and social infrastructure are supported by 50 temporary parking spaces which is reduced to 18 when the Metro is operational The public domain is of high quality and are able to be adapted to a variety to different uses 	<ul style="list-style-type: none"> Yes
Part 4 – Additional Provisions for Certain Land Uses		
15 Certain Land Uses		
15.1 Mixed-Use Development, Residential and Commercial Development		
Objectives 1 - 8	<ul style="list-style-type: none"> The facility doesn't match criteria identified by the control as the land-use is industrial 	<ul style="list-style-type: none"> N/A
15.2 Industrial, Agribusiness, Specialised Retail/Bulky Goods Uses		
A. Relationship to the public domain - PO1 and PO2	<ul style="list-style-type: none"> The proposal is consistent with the control as the built form response to the public domain provides a human scaled facility supported by a naturalistic appearance which integrates with the natural landform Public domain access is clearly visible to support access for pedestrians as shown in the Urban Design report The proposal fronts 15th Avenue and Central Loop West, which will be active frontages under the Masterplan The scheme provides two separate vehicle access as it fronts a primary and secondary road Storage and loading bay facilities are sufficiently screened from the public 	<ul style="list-style-type: none"> Yes
B. Amenity and Sustainability -PO1 and PO2	<ul style="list-style-type: none"> The buildings design response to these active spaces enables public engagement with the facility to promote active frontages Public domain and landscape improvement enhance the public domain and safe spaces The materials of the building are compatible with the natural landscape 	<ul style="list-style-type: none"> Yes

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	<ul style="list-style-type: none"> A colours and material schedule is provided in the Design Report (Appendix C of the EIS) 	
C. Building setbacks, separation, and pedestrian permeability PO1 and PO2	<ul style="list-style-type: none"> The building is setback a minimum of 10m from the front boundary as shown in the Design Report (Appendix C of the EIS) The building's design incorporates structural elements to improve visual amenity and create visual interest. Features include: <ul style="list-style-type: none"> 360c glass panels around the facility Large roof top structure which presents as an urban canopy Wood paneling and slats to promote visual interest 	<ul style="list-style-type: none"> Yes
D. Built Form PO1 and PO2	<ul style="list-style-type: none"> The industrial activities are not located near street frontages The land use response to market needs to deliver a high-class manufacturing and research facility to promote economic growth within the Aerotropolis Core transform the locality into a hub of high industrial standard for future investment and growth to occur from 	<ul style="list-style-type: none"> Yes
E. Ancillary Development PO1 and PO2	<ul style="list-style-type: none"> The ancillary offices. Located at the street frontage to provide an active frontage The office spaces area integrated into the design and layout of the industrial building 	<ul style="list-style-type: none"> Yes

Table 1: Draft Western Sydney Aerotropolis Development Control Plan 2021 (Phase 2)