

Appendix D Aerotropolis DCP Compliance Table

Performance Outcomes	Benchmark Solutions	Comment	Compliance
PART 2.0 GENERAL PROVISIONS			
2.1 Recognise Country			
2.1.2. Engagement Requirements			
PO1 The cultural values and heritage, waterways and landscapes of Country form a key structuring element of development. Development retains and connects and provides access to landscape elements including ridgelines,	For development where the Recognise Country Guidelines apply and in conjunction with Aboriginal heritage assessment requirements, cultural values research is to be undertaken by a qualified Aboriginal heritage consultant (with experience in Aboriginal heritage and cultural values research). Cultural values research must be undertaken in consultation with Traditional Custodians (including through an on-site review). Cultural values research must identify within the proposed development site and any adjoining areas:	The proposed development has been informed by a 'Cultural Overlay Framework' and incorporates the principles of Connecting with Country in accordance with the Connecting with Country Framework, Precinct Plan and DCP. The landscaping design has been inspired by the principles of 'Connecting with Country' and responds to the different ecological characteristics of the site. In addition, the ACHAR assesses the cultural sensitivity of the site, the anticipated impacts of the proposal and the requirement for any mitigation. The documents and the design of the proposed development have been informed by consultation with local indigenous groups. The ENZ zoned land is identified by the Precinct Plan as having moderate Aboriginal Cultural Sensitivity. Accordingly, this area is proposed to be protected and enhanced with additional vegetation and planting and avoidance of culturally sensitive areas along the riparian corridor.	Yes

waterways and native vegetation.	cultural values and heritage significance, particularly within moderate to high areas of Aboriginal heritage sensitivity; significant cultural landscape elements, as they relate to cultural values; and significant waterways or bodies and areas of surrounding riparian vegetation as they relate to cultural values.		
	Development proposals must outline how findings of the cultural values research have informed the planning and design, including the spatial layout of the site and the public domain, including areas used for open space, stormwater management and or biodiversity conservation and outline any potential impacts and mitigation measures.	This has been considered in the design of the proposal. The architectural plans and landscape plans have been informed by the findings of the 'Cultural Overlay Framework'. They incorporate the ideas and research obtained from the engagement process and cultural values investigations. The Landscape Plans have been designed in line with strong consideration to Country and cultural values to achieve a high-quality landscape design. The design has strong links to Country and Aboriginal Cultural Values. The Landscape strategy for the site is to celebrate connections to Country views, engage with nature, and employ the appropriate management of biodiversity and water.	Yes
	Development is to respect and respond to: Identified significant sites, places, views, traditional movement corridors and narratives of Country; The natural landscape, including topography and native vegetation by providing clear and legible links (within the road network and public domain) between ridgetops and creek lines and retaining native vegetation clusters	As above. The proposal responds to the natural topography of the land and enhances key views to existing significant sites including the Wianamatta (South) Creek corridor. The ENZ zone is protected and enhanced, as the developable land is located within the ENT zone.	Yes

		and corridors through the siting of buildings; and	
		Natural systems, including significant tributaries and waterways in the Wianamatta-South Creek catchment by avoiding significant impacts to ecological condition and the function of ecosystems as well as protect and restore native riparian vegetation.	
		Development proposal design must ensure water management infrastructure and processes are responsive to Country and prioritise natural solutions that enhance the overall waterway systems condition, function and connections.	The proposed development has sought to respond positively to the existing topography and in so doing protects and celebrates the existing waterways. The proposed measures ensure no adverse impacts to waterway systems and processes. The proposed approach to stormwater is intended to tie into the wider work being undertaken by Sydney Water to develop its regional stormwater network which includes naturalised trunk drainage channels and wetlands. Discussions are ongoing with Sydney Water in relation to the delivery of stormwater infrastructure on the site. The design of this infrastructure will consider any critical elements of Country identified in the 'Cultural Overlay Framework' Yes
PO2	1.	The design of the public domain within areas of moderate to high Aboriginal heritage sensitivity identified in the Aerotropolis Precinct Plan is to incorporate spaces for outdoor cultural practice and for learning and cultural play, in accordance with outcomes of cultural values research and engagement with Traditional Custodians and other relevant Aboriginal Stakeholders (Knowledge Holders, LALCs and the local	The eastern portion of the site is identified as 'Aboriginal cultural sensitivity – high' and 'Aboriginal cultural sensitivity – moderate' in the Aerotropolis Precinct Plan. These areas of Aboriginal cultural sensitivity are limited to the non-developable site area and will not be impacted by development. The proposal will facilitate the improvement of the ENZ zone which connects people to bushland and waterways, as demonstrated by the Landscape Documentation. Yes

	Aboriginal and Torres Strait Islander community).		
PO3 Development is guided and informed by Aboriginal people and their cultural knowledge and practice of caring for Country.	1. Where relevant, development is designed to enable Aboriginal people to continue to care for Country through the integration of traditional knowledge into environmental assessments and management plans (e.g. floodplain management and bushfire hazard management).	The design of the development has ensured Aboriginal people can continue to care for Country and maintain access to their traditional environments. The development has been guided and informed by Aboriginal people and their cultural knowledge.	Yes
	Development proposals must demonstrate that the design has been informed by engagement with Traditional Custodians (and Knowledge Holders where appropriate) and incorporates cultural practice requirements and their aspirations for associated enterprise and economic development.	Consultation with aboriginal stakeholders was undertaken to inform the Aboriginal Cultural Heritage Assessment Report (ACHAR) and Cultural Overlay Framework. This included identifying stakeholders that hold cultural knowledge relating to the site.	Yes
	Development proposals must outline how cultural knowledge has been integrated into environmental assessment and management strategies and should consider opportunities for ongoing land management and enterprise and economic development.	As above. This has been considered in the proposal and a Cultural Overlay Framework has been prepared. Darug Elders, Knowledge Holders and Community members have provided significant knowledge and wisdom throughout the preparation of the framework and identified key themes and design priorities to inform design. It also involves a First Nations Advisory Group to be established to implement the Connecting with Country Cultural Overlay Framework. This group will become a key advisory point for the Applicant in relation to all matters of cultural significance and will ensure that decisions are made in partnership with the community. Potential members of the Working Group may include Darug Elders and Knowledge Holders; Darug Community Members; members of the Applicant's management team; and representatives from local Aboriginal organisations.	Yes

PO4 Aboriginal culture is celebrated and embedded within building design.	1. For development where the Guidelines apply or that is located within or intersects areas identified as having moderate to high Aboriginal heritage sensitivity in the Aerotropolis Precinct Plan, culturally sensitive design must be incorporated.	The proposal has identified moderate areas within the ENZ zone. The developable area of the site does not include any of these spaces and will not impact on Aboriginal cultural heritage sensitivity.	Yes
	Development proposals must outline how cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate) have informed the design outcomes. Where previous cultural values research (including overarching master plans and neighbouring sites) has been undertaken, the development proposal is to respond to the findings.	Consultation with Aboriginal stakeholders was undertaken to inform the Aboriginal Cultural Heritage Assessment Report (ACHAR). This included identifying stakeholders that hold cultural knowledge relating to the site. The engagement also informed the Cultural Overlay Framework which has guided the proposed design. This included identifying design priorities and key themes to inform the design of the development as well as community based initiatives.	Yes
PO5 Development enables appropriate provision of built cultural infrastructure including dedicated spaces for cultural practice, places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community.	1. Master Plans and sites of 20 hectares or more, within metropolitan, specialised and local centres (see Centres Hierarchy map in the Precinct Plan), should identify appropriate sites (location and size) for the provision of cultural infrastructure based on identified need (see Section 4.3 Aboriginal Culture and Heritage –Recognising Country in the Aerotropolis Precinct Plan). This includes specialised stand-alone infrastructure such as education, health and community facilities and services, as well as integrated spaces for gathering (see Section 14.4, 15.5 and 15.6 of the Guideline).	The site has a total area of 24.28 ha, but does not contain metropolitan, specialised and/or local centres. Therefore, this control does not apply.	N/A

	2.	When planning for and designing cultural infrastructure the proponent is to engage with relevant Traditional Custodians and other Aboriginal stakeholder types (i.e. Knowledge Holders, LALCs, Service providers and the local Aboriginal and Torres Strait Islander community) where appropriate (Section 2.1.2 of the Guideline).	N/A – Refer Above	N/A
PO6 Cultural narratives are embedded in public art.	1.	Public art should respond to culture and Country, particularly within identified areas of significant Aboriginal heritage and value.	The project design and landscape strategy has been informed by a Cultural Overlay Framework with a particular focus on landscape architecture; wayfinding; and public art installations. Public art is proposed for consideration in multiple areas across the development and integrated into the landscape design through fence fabrication and art installation.	Yes
	2.	Where a development proposal has identified the opportunity to deliver public art that is responsive to culture and Country, an Aboriginal person with a connection to Western Sydney is to be engaged to: Provide input into the preparation of the public art brief, and Contribute to the design of the public art.	The overall design has been informed and designed by first nations representatives, as detailed in the Cultural Overlay Framework. Their input has been valuable in shaping the built form, landscape design, and integration of public art.	Yes
PO7 Place names incorporate local Aboriginal language to enhance and	1.	Where an existing geographical feature or public place already has a non-Aboriginal name, dual naming with the Aboriginal name, should be assigned where appropriate. More information can be found within the NSW Geographical Names Board's	There are no existing geographical features or public places within the Site.	N/A

strengthen the cultural connection to place.	Dual Naming – Supporting Cultural Recognition factsheet.		
	2.	New development including suburbs, public spaces, places, roads or administrative areas should give preference to the use of local Aboriginal language for naming purposes.	Development does not include these areas. N/A
	3.	For Aboriginal naming and dual naming, the proponent is required to consult with the NSW Geographical Names Board, Traditional Custodians, local language subject matter experts (and Knowledge Holders where appropriate) (Section 2.1.2 of the Guideline).	If Aboriginal/dual naming is proposed in the future then this consultation can be undertaken. Can comply
	4.	The proponent is required to seek a statement from Traditional Custodians (and Knowledge Holders where appropriate) in the selection and use of local traditional language.	In connection with the above, should Aboriginal naming be utilised, a statement will be sought from Traditional Custodians in the selection of local language. Can comply
PO8 Wayfinding signage incorporates Aboriginal language, knowledge and art to enhance and strengthen the cultural connection to place.	1.	Wayfinding signage for development proposals is to be informed by cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate).	The project design and landscape strategy has been informed by a Cultural Overlay Framework with a particular focus on landscape architecture; wayfinding; and public art installations. Yes
	2.	Wayfinding signage is to consider the inclusion of elements that reflect the history and pronunciation of the associated Aboriginal name(s) in the wayfinding strategy.	As above. Yes

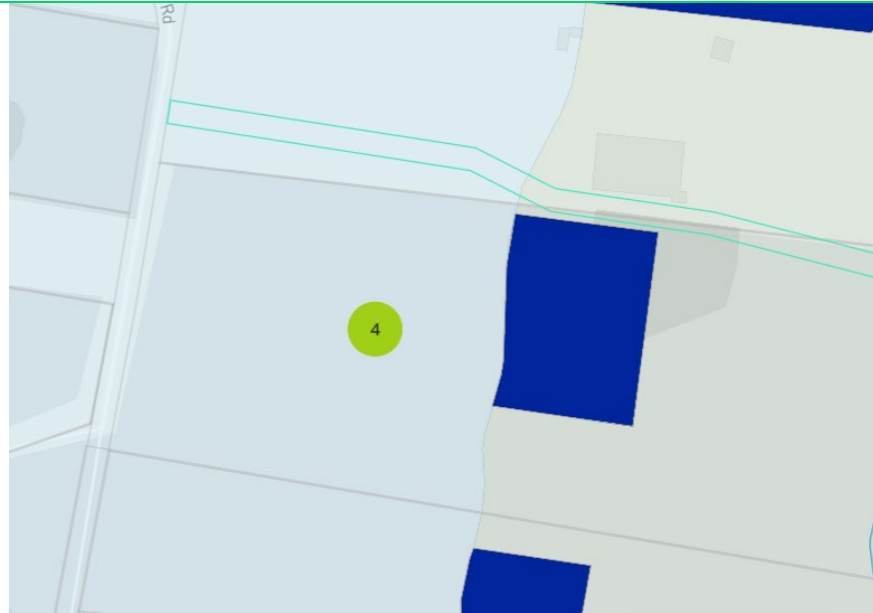
	3. The proponent is required to seek a statement from Traditional Custodians (and Knowledge Holders where appropriate) in the selection and use of local traditional language.	Should Aboriginal naming be utilised a statement will be sought from Traditional Custodians in the selection of local language.	Can comply
2.2.1 Aboriginal Cultural Heritage			
PO1 New development adjacent to or within the vicinity of an item or place of Aboriginal heritage significance or cultural value should not impact on that item, or place. Development is to consider visual and physical connections between items and places	1. New development is appropriately sited to ensure that the curtilage or setting of the Aboriginal item or place of cultural value is retained.	An Aboriginal Cultural Heritage Assessment (ACHAR) has been prepared and undertaken by Artefact. It demonstrates the developable area is located away from the identified PAD. The identified site registered in the Aboriginal Heritage Information System (AHIMS) is located within the western portion of the site and will not be impacted by development.	Yes
	2. The development must consider surrounding landscaping, topography, views and connection with other Aboriginal sites. Possible uses for sites with identified Aboriginal heritage include passive open space, environmental conservation, and riparian corridors.	The developable site area is situated within the western half of the property to retain the vegetation and riparian corridor along the eastern half. These areas are divided by a future park edge street which can act as a future interface to the bushland and waterways. Nevertheless, it is noted that this land will remain in private ownership and not accessible to the public at least until such time that the proposed Wianamatta (South) Creek Delivery Strategy has been developed and implemented by DPHI. The Strategy will confirm how the vision and strategic outcomes for the area will be delivered. Options for this include consideration of land uses, access, ownership and management arrangements In addition, an ACHAR has been prepared by Artefact to assess the Aboriginal values present across the site. It found one area of potential archaeological deposit (PAD) during the survey, which was confirmed to not be impacted by the proposal as it is situated within the flood zone near the riparian corridor along South Creek.	Yes
PO2 Heritage items and landscapes shall provide for long-term	1. Development on sites containing heritage is to provide opportunities for people to engage with heritage and culture. This may include heritage or cultural values interpretation, artwork, signage, and or	The ACHAR confirms the proposal will not impact any identified Aboriginal sites and this proposal is not expected to contribute to the cumulative impact of Aboriginal archaeological sites. However, Aboriginal cultural heritage values were identified with South Creek and the undeveloped nature of Badgerys	Yes

conservation outcomes.	public access. Any interpretation or signage is to be delivered in consultation with relevant Aboriginal stakeholders, considering the sensitivity of Aboriginal cultural heritage, knowledge and values.	Creek. As Aboriginal cultural heritage values are closely tied with landforms and landscape, no development is proposed for these areas.	
	2. Development proposals for sites containing Aboriginal cultural heritage and cultural values are to be accompanied by a conservation strategy ensuring long-term conservation and restoration (where relevant) outcomes.	The identified PAD is located within the flood zone and will not be impacted by the proposal. The ACHAR provides recommendations to manage any potential impacts.	Yes
PO3 The archaeological potential of sites is to be determined as part of detailed site investigations. Aboriginal archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	1. Any land with the potential to contain archaeological remains is to be subject to detailed investigations and assessment to determine the level of archaeological intervention required. Intervention may include the following: Unexpected finds procedure; Monitoring during works; or Formal salvage excavation.	Artefact has carried out an ACHAR and provided recommendations to mitigate any impacts to archaeological items. It states where suspected human remains are identified during construction works, all work in that area will cease and the area cordoned off as well as implementing an Unexpected Finds Policy.	Yes
2.2.2 Non-Aboriginal and European Heritage			
PO1 Inappropriate or unsympathetic alterations and additions of heritage	1. Alterations and additions to existing heritage items do not dominate or detract from the original building in terms of scale, materials, siting, landscaping, and views.	= The site does not meet the criteria for local or State heritage significance, nor does it contain unlisted items of potential heritage significance. The Statement of Heritage Impact (SOHI) prepared by Artefact notes that the heritage items identified within Figure 4 of the Precinct Plan have been investigated. The SOHI	Yes

items are removed, and significant missing details and building elements are reinstated.		found that despite these figures there are no heritage items located within the site. Therefore, this benchmark is not applicable.	
	2. Any unsympathetic or inappropriate previous alterations or additions are removed.	N/A	N/A
PO2 The impact of new development adjacent to or within the vicinity of a heritage item is minimised.	1. Development in the vicinity of a heritage item minimises the impact on the setting of the item by: Providing an adequate area around the building to allow interpretation of the heritage item; Retaining original or significant landscaping (including plantings with direct links or association with the heritage item); Protecting and allowing the interpretation of archaeological features; and d. Retaining and respecting significant views to and from the heritage item.	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
	Any new development in the vicinity of heritage items should be of a contemporary design that incorporates materials that do not overwhelm any adjacent heritage items.	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
	Open spaces should be planned around heritage items to ensure it maintains its prominent siting and encourage opportunity for active and passive interaction with the place.	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A

		Highly activated urban areas in the vicinity of a heritage item must be carefully and respectfully sited, designed and landscaped to ensure that heritage values associated with the heritage item are protected.	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
PO3		1. Front and rear setbacks are adequate to ensure the retention of the existing landscape character of the heritage item or conservation area and important landscape features.	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
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.		2. Any significant historical pattern of subdivision and lot sizes is to be retained.	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
		3. Subdivision or site amalgamation involving heritage items or contributory buildings do not compromise the setting or curtilage of buildings on or adjoining the site.	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
PO4		1. Any works that may impact a known, or potential, archaeological site must have an archaeological assessment undertaken to determine the archaeological significance of the site and appropriate management procedures.	According to the Statement of Heritage Impact completed by Artefact, there is no existing statement of significance for the site and no requirement for a significance assessment to be undertaken or a statement to be written. This is because no heritage structures or sites are listed on the site or were discovered as part of the field survey. Accordingly, the site has no heritage significance.	Yes
2.3.1 Waterway Health and Riparian Corridors				

POI Development retains and restores native vegetation and riparian corridors.	1. Development maintains and protects waterways in accordance with the following guidelines: Strahler Order 1 watercourses with a catchment area of less than 15 hectares can be re-constructed and /or piped, providing stormwater modelling demonstrates the pipe and street network is capable of accommodating flows up to and including the 100 year AEP storm event. Naturalised trunk drainage paths are to be provided when the contributing catchment exceeds 15 hectares or when 1% AEP overland flows cannot be safely conveyed overland as described in Australian Rainfall and Runoff – 2019. Waterways of Strahler Order 2 and higher will be maintained in a natural state, including the maintenance and restoration of riparian areas and habitat, such as fallen debris. Where a development is associated with, or will affect, a waterway of Strahler Order 2 or higher, rehabilitation will occur to return that waterway to a natural state.	The BDAR demonstrates the proposed development will not directly impact South Creek, located to the east. There is a first order tributary to South Creek located 10m north of the disturbance area on land owned by ANL. This land has been developed and the stream is not visibly evident with no defined bed or bank As such it is not considered that this hydroline would meet the definition of a river under the Water Management Act 2000 to be considered waterfront land. Nevertheless given the project is SSD, a controlled activity approval is not required per section 4.41(1)(g) of the EP&A Act . Notwithstanding the above, the recently exhibited draft Sydney Water scheme plan (below) includes a more detailed design for the location of trunk drainage and regional stormwater infrastructure. This information provides more clarity around the location of the natural trunk drainage path to the north of the site. It is clear that the intent of the scheme is to provide a realigned channel further north of the mapped hydroline. This approach is consistent with the guidelines for riparian corridors which allows for Strahler 1 streams to be realigned. The draft Sydney Water scheme shows the trunk drainage to cross the lot boundary into the subject site further east and adjacent to the future regional stormwater basin which is located within the ENZ.	Yes
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Given the location of the trunk drainage channel in the draft scheme plan it is expected that the future road reserve for this riparian street (to be delivered by Council under its contributions plan) would most likely be located either between the lot boundary and the realigned trunk drainage channel or to the north of the channel. In addition, it is noted that the distance from the site to this realigned channel would be greater than 40m (prescribed distance for waterfront land under the WMA). Given the proposed scheme plan the proposed development would not be considered waterfront land nor subject to the requirements to maintain a VRZ adjacent to this future riparian corridor.

However, in the absence of any realignment and despite not meeting the definition of a river it is noted that the mapped Strahler 1 hydroline is located approximately 10m north of the lot boundary on the adjacent site and as such the development would be predominantly outside a notional VRZ of 10m from the top of bank for the current mapped alignment. and as such a requirement

to maintain a VRZ would either not be applicable or would fall within the landscape setback being provided by the development.



In addition to the above, a Vegetation Management Plan (VMP) will be prepared in accordance with NSW Natural Resources Access Regulator (NRAR) (2018) Guidelines for controlled activities on waterfront land – riparian corridors to protect and improve the South Creek riparian zone and to manage the proposed plantings in the site.

4. Retain areas of the Proteaceae shrubs for the Eastern Pygmy Possum <i>Cercartetus nanus</i> along or adjacent to riparian areas to improve and maintain habitat connectivity.	N/A – The site does not contain Proteaceae species or habitat for the eastern pygmy possum and will maintain habitat connectivity.	N/A
5. Weeds from creeks, streams and riparian areas are removed and replaced with appropriate native planting.	Non-native pasture grasses and weeds will be removed during earthworks. Native planting is proposed for the landscaped areas.	Yes
6. Locate stormwater infrastructure including pipelines and detention basins wholly on certified-urban capable land consistent with the Plan's biodiversity certification	Stormwater infrastructure has been located within the ENT zoned land however due to a misalignment of the zone boundary and the existing growth centres bio-certification some of the land subject to this infrastructure is located on un-certified land. As such, a BDAR has been prepared to account for this area. It is	Yes

		approvals. Stormwater infrastructure is not to be located within land identified as avoided or land managed as a reserve.	also noted that Sydney Water regional stormwater infrastructure is identified within non certified land.	
PO2 Protect key aquatic habitat where it occurs.	1.	Where aquatic habitat exists, proposed development responds to Policy and Guidelines for Fish Habitat Conservation and Management by the Department of Primary Industries and other relevant guidelines.	Existing aquatic habitats will not be impacted by the proposed development.	Yes
	2.	Aquatic fauna habitat is rehabilitated in streams of Strahler Order 2 and higher.	N/A – No Strahler Order 2 or higher waterways are present on this site	N/A
	3.	Existing habitat, such as fallen debris, is retained in streams of Strahler Order 2 and higher.	The Vegetation Management Plan confirms it is unlikely that groundwater, and stormwater would be altered by the development in a manner that would impact upon this vegetation. Notwithstanding, mitigation measures identified will be employed to manage impacts to the existing waterways.	Yes
PO3 Development provides increased connectedness to high quality passive open space and the blue-green grid.	1.	Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian areas and species movements in accordance with NSW Department of Primary Industries' requirements to maintain fish passage.	No road crossings are proposed	N/A
PO4 Riparian streets shown on the Aerotropolis Precinct Plan are delivered as part of subdivision and civil works and riparian corridors are integrated	1.	Riparian streets are to be designed generally in accordance with the indicative cross sections at Figure 2 and Figure 3 and Guidelines for Controlled Activities on Waterfront Land—Riparian Corridors Published by NSW Department of Industry in May 2018.	There are no riparian streets identified within the site, however, the northern boundary has been designed to accommodate the future riparian street with landscaping, retaining walls and adequate drainage to align with the requirements. As noted, given the location of the trunk drainage channel in the draft scheme plan it is expected that the future road reserve for this riparian street (to be delivered by Council under its contributions plan) would most likely be located either between the lot boundary and the realigned trunk drainage channel or to the north of the channel on the adjacent site (210 Martin Road).	N/A

with the public domain and active transport connections.	2.	The outer 50% of the riparian zone can accommodate pedestrian and cycle paths (or shared paths) street furniture (including lights and seating), landscaped verges and water sensitive urban design elements that are normally part of the street verge.	No works are proposed within the outer 50% of the riparian zone to the Wianamatta (South) Creek corridor other than additional planting. As noted above, the distances to either the current mapped 1st order hydroline or the realigned trunk drainage corridor shown in the draft Sydney Water Scheme Plan are predominantly greater than 10m. Nevertheless, given the proposed setbacks provided to the northern boundary, any works that could potentially be within 10m of the current mapped hydroline would be within the outer 50% and limited to setback landscaping.	N/A
	3.	On the side of the riparian corridor that is not adjacent to a public road, the outer 50% of the riparian corridor can form part of the front setback of development lots, provided the part of the setback that is within the riparian corridor is used for landscaped area and paths only (with permeable or semi-permeable surfaces).	As above.	N/A
	4.	Despite any other provision of this DCP, for lots in the Mixed Use zone with development that includes active ground floor uses: If fronting a riparian corridor or street, development may have a zero lot setback to the boundary fronting the riparian corridor or street; or If there is no street between the riparian corridor, the lot may encroach into the outer 50% of the riparian corridor.	N/A – The mixed use zone is not applicable to the site.	N/A

Buildings and hard surfaces on the lot must be outside the riparian corridor		
Within the Enterprise zone, development that includes office, retail or other active uses that create an active façade with surveillance to the riparian corridor or street may have a zero lot setback to the boundary fronting the street or riparian corridor. Where there is no street between the riparian corridor and the lot boundary, the lot may encroach into the outer 50% of the riparian corridor providing buildings and hard surfaces are set back at least to the outer boundary of the riparian corridor.	As noted above the distances to either the current mapped 1 st order hydroline or the realigned trunk drainage corridor shown in the draft Sydney Water Scheme Plan are predominantly greater than 10m. Nevertheless, given the proposed setbacks provided to the northern boundary, any works that could potentially be within 10m of the current mapped hydroline would be within the outer 50% and limited to setback landscaping. Given the proposed land use, proposed levels of the site and the asynchronous development of the adjoining land it is not considered practical nor feasible to provide an active frontage adjacent to the riparian street.	N/A
Vehicular access to lots that directly adjoin the riparian zone, or where there is a zero lot setback to the street is to be from the side or rear property boundary (i.e. opposite to the boundary fronting the riparian corridor).	Vehicular access will be from the primary frontage from Martin Road and not the future Riparian Street.	Yes
Maintenance access for the stormwater drainage manager must be accommodated in the design of riparian streets. Further details on access requirements for maintenance is provided in Section 2.3.3 of the DCP	Not applicable as the development as the Riparian Street is not required to be delivered on this site.	N/A
2.3.2 Stormwater Management and Water Sensitive Urban Design		

PO1 Development applications must demonstrate compliance with the stormwater quality targets at all times through interim stormwater management measures incorporated within the development, or by connection to the regional stormwater system once operational.	1. Compliance with the water quality targets below are satisfied where development applications demonstrate: To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system; and The requirements of PO4 in Section 2.3.2 are met.	The Civil Infrastructure Report details the proposals compliance with the water quality targets, as per below: a. The proposed stormwater management measures achieve the required water quality targets without relying on future Sydney Water regional stormwater infrastructure. When the downstream regional stormwater infrastructure is operational, it will receive flows from the development's bioretention basin – subject to approval upon finalisation of Sydney Water's regional stormwater infrastructure. Until the regional stormwater infrastructure is operational, flows from the bioretention basin will discharge to the existing pond in the ENZ area. b. These are achieved and explained in Section PO4.	Yes
	2. Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan.	Refer above however it is noted the applicant has undertaken regular engagement with Sydney Water in relation to the design and delivery of the regional stormwater infrastructure identified for this site which may negate the need for interim measures.	Yes
PO2 Development applications must demonstrate compliance with the stormwater flow targets at all times through interim stormwater management measures incorporated within the development,	1. Compliance with the stormwater flow targets below are satisfied where development applications demonstrate: To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system, and The requirements of PO4 Section 2.3.2 are met.	The Civil Infrastructure Report has demonstrated the proposed design has adopted the operational phase Mean Annual Runoff targets from the DCP. a. As detailed in the section above. b. These are achieved and explained in Section PO4.	Yes

or by connection to the regional stormwater system once operational.	Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan.	Refer above however it is noted the applicant has undertaken regular engagement with Sydney Water in relation to the design and delivery of the regional stormwater infrastructure identified for this site which may negate the need for interim measures.	Yes
PO3 Development applications must include a Water Management Strategy (WMS).	1. The WMS is to provide details of: The approach to WSUD (including conceptual design details of the stormwater drainage, WSUD systems and on site detention) and how the approach will be implemented, including detail of ongoing management and maintenance responsibilities. This includes if the system is to be fenced, landscaped and maintained for the entirety of the operation of the system. Where required under PO1 and PO2, how the approach to WSUD complies with the water quality and flow objectives and targets consistent with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPE, 2022).	The Civil infrastructure Report includes a Water Management Strategy which details the proposed stormwater quality, quantity and flow management measures. It seeks to ensure development is integrated with water cycle management to meet the Wianamatta-South Creek Catchment stormwater management targets. WSUD principles have been incorporated into the stormwater design of the proposed development to minimise stormwater pollution leaving the site and reaching South Creek. Refer to Section 7 of the Civil Infrastructure Report.	Yes
PO4 The regional stormwater system includes requirements for on lot as well as	1. Development includes the following stormwater management measures within each lot created by the development: Minimum pervious areas to meet the requirements of PO8.	The proposed stormwater management measures for the site include: Rainwater tanks Gross pollutant traps StormFilters	Yes

streetscape measures to ensure the Targets in PO1 and PO2 are met.		Gross pollutant traps (GPTs) designed in accordance the Regional Stormwater Authority technical guidance. Passively irrigated street trees are provided in accordance with the provisions of clause 2.4.5 of this DCP.	Bioretention basin Refer to Section 7 of the Civil Infrastructure Report.	
PO6 Development must not increase existing urban salinity or result in increased salt loads in waterways, wetlands, drainage line or soils.	1.	A salinity and or sodicity hazard assessment is required to ensure no impacts to both the waterways and built infrastructure.	The Geotechnical Investigation included a Salinity and Aggressivity assessment. Four representative soil samples were tested in a NATA laboratory for aggressivity (Cl, SO4, pH & EC). Based on the testing results, the following exposure classification applies: Concrete piles – ‘mild’. Steel piles – ‘moderate’. Steel piles – saline soils of ‘A1’ and in sulfate soils of ‘A2’.	Yes
	2.	All WSUD systems must incorporate an impervious liner, unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).	The Geotechnical Investigation confirms the permanent water table is expected to be below the proposed excavations. A Salinity Management Plan has been prepared to appropriately manage any impacts to soil conditions.	Yes
PO7 Drainage is designed to safely convey overland flows.	1.	Designs shall ensure that flows are safely conveyed to avoid unsafe conditions for pedestrians and vehicles and to meet the requirements of Australian Rainfall & Runoff Guidelines 2019.	The proposed stormwater pit and pipe network has been designed to convey flows safely in the minor (5% AEP) and major (1% AEP) events. The stormwater drainage design incorporates On Site Detention (OSD) to limit post-development peak flows to pre-development peak flow rates, ensuring no adverse flooding impacts downstream of the development.	Yes
	2.	Trunk drainage capable of conveying 1% AEP flow shall be designed as naturalised channels connecting to the existing stream system.	The Civil Infrastructure Report demonstrates runoff collected from the development via the proposed network will be directed to an OSD tank under the handstand area to the east of the northern warehouse. Discharge from the OSD tank will be directed to a bioretention basin that will outlet to the existing pond in the ENZ area. Twin 1200mm diameter stormwater pipes have been	Yes

		designed to convey the external 25.8ha catchment through the proposed development to the ENZ area. Overland flow from the upstream catchment will be intercepted in the north-west corner of the development.	
	3. Trunk drainage is to be located through natural creek lines or constructed natural drainage channels to help detain flows and contribute to biodiversity, public amenity and safety.	Refer above.	Yes
	4. Naturalised trunk drainage channels will commence when 15 ha of catchment contribute runoff flows.	N/A – refer above.	Yes
PO8 Lots achieve minimum perviousness to meet stormwater drainage manager requirements and green and cooling objectives.	1. Development is to demonstrate that the perviousness rates identified below are achieved. Development in the Enterprise and Agribusiness Zone: iii. Employment – business, commercial, light industrial (three storeys and above) – 30% iv. Employment – Large format industrial and light industrial (up to two storeys) – 15%	The applicable perviousness rate is 15%. The development currently achieves 71% perviousness across the whole site, and 15% permeable area for the ENT zone. Refer to Landscape drawing SSD-05.	Yes
	2. The site area pervious requirement is to be calculated in accordance with the following index: Deep soil (one metre or more in depth, connected subsoil) – 100% Shallow soil (less than one metre in depth, not connected to subsoil) – 75%	The applicable pervious indexes are deep soil at 100% and pavements at 50% The development pervious rates have been calculated in accordance with this and comprises both deep soil and permeable paving to achieve site permeability targets. Refer to Landscape drawing SSD-05.	Yes

Permeable pavement – 50% Hardstand – 0%

2.3.3 Management and Access to Regional Stormwater infrastructure and Waterways

P01	1.	Where land for regional infrastructure stormwater assets (including open drainage corridors as a part of riparian streets) are not identified for acquisition on the Land Reservation Acquisition Map in State Environmental Planning Policy (Precincts – Western City) 2021 development is to: Provide an allocation of sufficient, suitably located land area to allow for stormwater assets in agreement with the stormwater drainage manager. Where stormwater assets are not dedicated to Sydney Water, appropriate legal access rights are required for ongoing management and maintenance. The legal right of access must be undertaken in consultation with the Regional Stormwater Authority, Sydney Water. All costs associated with the value of land and easement creation are to be borne by the developer.	The WPC SEPP shows regional stormwater infrastructure is to be located downstream of the proposed development within the ENZ area. When the downstream regional stormwater infrastructure is operational, it will receive flows from the development's bioretention basin – subject to approval upon finalisation of Sydney Water's regional stormwater infrastructure. Until the regional stormwater infrastructure is operational, flows from the bioretention basin will discharge to the existing pond in the ENZ area. Refer to the Civil Infrastructure Report for further discussion. Notwithstanding the above is noted the applicant has undertaken regular engagement with Sydney Water in relation to the design and delivery of the regional stormwater infrastructure identified for this site which may negate the need for interim measures. These discussions also include ensuring that the design of this infrastructure can account for the minor realignment of the future park edge street.	Yes
P02	1.	The design of development shall ensure where a riparian zone is identified in the Riparian Plan or Drainage Scheme Plan the landowner is to provide a legal right of	Access will be provided from the site to the future regional stormwater basin via a driveway at the rear of the site for maintenance in advance of the delivery of the future park edge street.	Yes

to the stormwater drainage manager	access for the stormwater drainage manager to undertake required revegetation, management, and maintenance works.	The draft Sydney Water scheme plan has identified that the natural trunk drainage path associated with a future riparian street shown in the Precinct Plan is located on the adjacent landholding to the north. Access to this area will be the responsibility of Council who will deliver the road to be funded by developer contributions.	
	2. The maximum area of land to be designated for access for this purpose is the vegetated riparian zone or the 1% AEP, whichever the greater, for all waterways. All costs associated with the value of land and easement creation are to be borne by the developer.	N/A access will be provided at the rear of the site through the ENT zone.	N/A
2.4 Vegetation and Biodiversity			
2.4.1 Deep Soil and Tree Canopy			
PO1 Consolidate areas of deep soil and tree canopy and provide minimum dimensions which allow for sufficient tree planting.	1. Tree canopy and deep soil is provided in accordance with Table 2. Applicants must also have regard for the site coverage and relevant pervious surface targets outlined in this DCP.	Tree canopy, perviousness and deep soil details are provided for the site in the Landscape Report, and summarised below. It demonstrates compliance with each category of the landscape controls. Canopy Cover (<i>requirement 25% of site area</i>): - Whole site area: 25% - ENT zone: 15% - ENZ zone: 35% Deep Soil (<i>requirement 15% site area</i>): - Whole site area: 69% - ENT zone: 10% - ENZ zone: 100%	Yes

		Pervious Surface (<i>requirement 15% site area</i>): - Whole site area: 71% - ENT zone: 15% - ENZ zone: 100%	
	2. Deep soil areas are to be a minimum 3m by 3m in dimension.	Geoscapes have designed soil areas in accordance with this control. The development pervious areas for deep soil have been calculated in accordance with this requirement. Refer to Landscape drawing SSD-05.	Yes
	3. Consolidate deep soil areas by establishing them right up to abutting and fence lines.	Deep soil areas are consolidated in wide linear consistent setbacks along fence lines maximising soil volume for screening and canopy trees.	Yes
	4. Consolidate deep soil in setback areas and locate with adjoining deep soil areas in adjoining properties.	As above.	Yes
	5. Other than Urban Parks available under the Aerotropolis Precinct Plan, a minimum tree canopy of 45% for open space is to be achieved. Where open spaces include sports courts or fields, the 45% tree canopy shall be provided outside the spaces identified for the court or field area.	No open space is identified or proposed for the site.	Yes
	6. Deep soil planting areas are to be de-compacted before planting with no services to be installed within these zones.	Deep soil zones are free from services. Please see detail which outlines the ripping of the sub grade to 150mm depth to mitigate the soil compaction.	Yes
2.4.2 Protection of Biodiversity			
PO2 Populations of threatened species are	1. Mitigation to be undertaken in accordance with the following best practice guidelines	A Biodiversity Development Assessment Report (BDAR) has been prepared by Land Eco Consulting for the areas of the site that are uncertified, in accordance with best practice guidelines.	Yes

retained, and the condition of suitable habitat improves within areas of the Cumberland subregion most likely to support long-term viability	for threatened ecological communities (TEC):		
	Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW Department of Environment and Climate Change, 2008) within and adjacent to the TEC; and		
	Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW Department of Environment and Climate Change, 2005).		
	Fencing is to be constructed where required to protect threatened species habitat. Site design allows access to fencing for ongoing maintenance.	According to the BDAR, the landscaping proposed will be designed to not create barriers to the movement of fauna along and within wildlife corridors. An Ecologist is to be contracted to perform pre-clearing/clearing surveys to protect fauna from potential construction hazards during pre-construction and during construction.	N/A
	Temporary protective fencing to be erected around areas identified for conservation on or immediately adjoining the site prior to construction commencing.	As above.	Yes
	Allow public access to temporary fencing to ensure ongoing maintenance throughout construction.	Noted.	N/A
	Protect integrity of temporary fencing during construction.	Noted.	Yes

	Implement open structure design for roads adjacent to known populations of Cumberland Plain Land Snail in accordance with actions under the Save our Species Program (EES, 2020).	N/A – The Site does not contain known populations of Cumberland Plain Land Snail or habitat for this species.	N/A
	Locate Asset Protection Zones (APZs) for bushfire protection wholly within certified land. The appropriate APZ distance is determined by Planning for Bush Fire Protection 2019 and Rural Fire Service Standards for Asset Protection based on vegetation type, slope and development type.	APZs are wholly within the boundaries of the development site as detailed in the Bushfire Protection Assessment.	Yes
	Contain domestic cats and dogs within certified-urban capable land, consistent with relevant council guidelines as permitted and appropriate.	N/A	N/A
	Provide for the reuse of native plants (including but not limited to seed collection) and topsoil from development sites that contain known or potential native seed bank.	The BDAR confirms that the Site has been historically cleared and pasture-improved for the purpose of cattle grazing and does not present opportunity for reuse.	Yes
PO3 Development facilitates the connected movement of native animals through the landscape.	1. Avoid impacts to habitat features which provide essential habitat for native fauna including ground cover and shrub layers, emerging trees, mature trees, dead trees capable of providing habitat, natural drainage lines and rock outcrops and avoid impacts to soil within the Tree Protection Zone (TPZ) of the retained trees and the subject and neighbouring sites.	As outlined in the BDAR, the site contains a network of terrestrial habitat connections associated with the large artificial waterbody (in the ENZ zoned land) and the stand of tall, remnant Eucalyptus spp. and Angophora spp. associated with the floodplain of Badgerys Creek. The proposed development will not significantly impact the terrestrial habitat connections that exist	Yes

	2. Movement of fauna is facilitated within and through wildlife corridors by: Ensuring that development, services and landscaping associated activities do not create barriers to the movement of fauna along and within wildlife corridors. Protect fauna from potential construction hazards during pre-construction and construction. Prepare a pre-clearance native fauna survey immediately prior to clearing of native vegetation to ensure that arboreal mammals, roosting and hollow-using birds, bats and reptiles are stopped from accessing any vegetation to be cleared and are translocated prior to clearing. Translocation may require a licence from NSW Environment, Energy and Science under the Translocation Operational Policy. Adopt and implement open structure design for roads adjacent to known populations of the Cumberland Plain Land Snail in accordance with actions under the NSW Government's Saving Our Species program	A. The landscaping proposed will be designed to not create barriers to the movement of fauna along and within wildlife corridors. B. An Ecologist is to be contracted to perform pre-clearing/clearing surveys to protect fauna from potential construction hazards during pre-construction and construction. C. As above. D. The site does not habitat for the Cumberland Plain land snail and is not located proximal to any known habitat areas for the species.	Yes
PO4	1. The following threatened species require setbacks:	Grey-headed flying fox was recorded on the site. Therefore, a series of mitigation and management measures have been identified, which are to be	N/A

Within land subject to the Cumberland Plain Conservation Plan only, development adjoining conservation areas provides ecological setbacks to threatened species.	Grey-headed flying fox: i. Grey-headed flying fox camp requires 100m setback to any buildings and development; ii. The setback area should be maintained free of flying fox roosting habitat; and iii. A flying fox management plan should be provided to demonstrate management and mitigation measures. Raptors: i. Raptor nests require a 500m circular setback from where nests are in extensive undisturbed bushland; and ii. Where nests are located closer to existing developments, a minimum circular setback distance of 250m should be maintained along with an undisturbed corridor at least 100m wide extending from the nest to the nearest foraging grounds.	implemented as part of any construction environmental management plan produced for the site. Raptors were not identified, and the existing grassland presents minimal habitat value to the species.	
PO5 Noise and light adjacent, and near, conservation areas does not result in any disturbance to wildlife.	1. High intensity lighting including industrial or commercial lighting, sports field lighting, lighting within carparking areas and associated with any industrial or commercial-scale retail development shall be designed to avoid light spill into adjoining parks and biodiversity areas (AS 4282 Control of the Obtrusive Effects of Outdoor Lighting, or updates to that standard, are to be considered as a minimum).	The proposed development will ensure there is no light spill into adjoining parks and biodiversity areas. Light spill will be reduced into the retained land, with mitigation strategies such as restriction on lighting hours, and warm coloured LED street lighting to be used where possible in accordance with AS 4282.	Yes

	2.	Install warm coloured LED street lighting where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies to deter insects.	As above.	N/A
	3.	Manage light spill and noise producing activities where wildlife impacts are likely to arise from the proposed development and where development is adjacent to avoided land. Measures shall include appropriate noise treatment barriers along major roads and other light and noise attenuation mitigation measures.	Speed limits will be enforced on all driveways to prevent harm to native wildlife. Construction and operational works will avoid and minimise impacts to native vegetation and ecological communities.	Yes
	4.	Ensure that any residual noise impacts on wildlife arising from development are appropriately mitigated	The Noise and Vibration Impact Assessment recommends mitigation measures to manage noise and vibration emissions from activities at the site.	Yes
PO6 Bushfire risk is minimised.	1.	Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones.	Travers Bushfire proposes a combination of bushfire measures, as part of the Bushfire Protection Assessment in response to the sites level of bushfire risk. Appropriate fire management will be undertaken for the proposed development to ensure native vegetation areas, waterways and riparian zones are not impacted.	Yes
PO7 Retain and protect koala populations and their habitats through mitigating indirect and ongoing impacts from development.	2.	For all certified-urban capable land adjacent to koala habitat, the following controls apply: Design subdivision layout, including perimeter roads and asset protection zones to reduce impacts to, and protect areas of, adjacent koala habitat.	N/A – The site is not considered ‘core koala habitat’ as it is not considered as highly suitable habitat and koalas are not recorded present or recorded within the previous 18 years. There are no koala records in the locality and no feed trees present within the site.	N/A

Signpost areas adjoining koala habitat to identify koalas in the area and associated penalties for non-compliance.

Exclude planting tree species in open space, recreation areas and urban streets that are koala feed tree species set out below by Schedule 2 – Central and Southern Tablelands and Central Coast Koala Use Tree Species of the State Environmental Planning Policy (Koala Habitat Protection) 2021.

An ecologist shall be present through the duration of any pre-clearance koala surveys and vegetation clearing works to maintain oversight and responsibility of the activities and koala translocation.

Where a koala exclusion fence is not installed between koala habitat and certified-urban capable land, the following development controls apply:

Prepare a pre-clearance koala survey immediately prior to the removal of native vegetation to ensure minimal disturbance to koala habitat. Implement a translocation plan if koalas are found. Translocation may require a licence from NSW Environment, Energy and Science (EES)

N/A – as above.

N/A

under the Translocation Operational Policy.

Implement a tree-felling protocol to avoid impacts to koalas in trees to be cleared.

Enforce vehicle wash-down points for machinery, equipment and tyres prior to entering and leaving the construction site to control the spread of vegetation pathogens known to affect koala feed trees.

Erect temporary protective fencing designed for koala protection to protect adjacent koala habitat on or immediately adjoining the site prior to construction to ensure koala protection.

Design and construct public dog recreation areas with secure containment fencing. f. Design residential lots with dog containment fencing in accordance with Council requirements.

Manage roadside vegetation to increase the visibility of koalas.

Implement traffic calming measures for all development

Implement 40km/hr speed limit restrictions on local roads adjacent to koala habitat.

Install koala information signposts on perimeter roads and roads adjacent to wildlife habitat areas in accordance with Austroads, Roads and Maritime Services (RMS) technical guidelines, Council Guidelines and relevant Australian Standards.

Install traffic calming devices such as speed humps and audible surfacing along perimeter roads adjacent to koala habitat.

Install koala-friendly road design structures, such as underpasses, fauna bridges and overpasses as required. Reference to the RMS Biodiversity Guidelines is to be made.

2.4.3 Protection of Trees and Vegetation

POI Existing trees and vegetation are retained, protected, enhanced, and incorporated into the development, wherever possible.	1. Development is designed to minimise impacts on trees, except for invasive species and/or noxious weeds.	According to the BDAR, the site is a large lot landholding that has not been developed except for sheds for agricultural purposes. It has been historically cleared and pasture-improved for the purpose of cattle grazing. A previous landholder practiced set-stocking and intensive supplementary feeding with organic wastes (e.g. spoilt fruit and vegetable waste) sourced from outside of the property. In addition, the site is already severely weed infested across its entirety and requires its removal.	Yes
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		As demonstrated above, the proposed development will predominantly include the removal of weeds and trees where required. Native vegetation removal across the site has been limited to the minimum required	
	2. Development is designed to minimise removal of trees (includes vehicular access, utility installations and ancillary development).	In accordance with this control, native vegetation removal across the site has been limited to the minimum required which has been identified within the BDAR to be below BOS trigger levels.	Yes
PO2 Minimise threats to the long-term survival of existing trees through tree preservation zones and pruning techniques.	1. Works and construction activities are excluded within the Tree Protection Zone (TPZ) of trees unless a qualified arborist has assessed the tree and provided guidelines as to how the work can be carried out with minimal risk to the long-term survival of the tree and this has been included in an approved Tree Protection Plan (Drawing and Specification).	This measure will be employed by the proposal.	Yes
	2. Any pruning or tree removal works that may impact threatened ecological communities are to adhere to the following best practice guidelines: Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (Department of Environment and Climate Change NSW, 2008) within and adjacent to the threatened ecological community; and Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of	The BDAR confirms no important habitat will be impacted by the proposed development. The proposed development has been located and designed to minimise impacts on important habitat features. While two hollow-bearing stags are likely to be removed for the proposed development, these trees are not highly valuable. They occur within a highly disturbed paddock with limited native vegetation.	Yes

Bushland (Department of Environment and Climate Change NSW, 2005).				
	Development is designed to avoid impacts on trees, except for priority weeds in accordance with the Council's weed policy.	The proposed development is expected to remove necessary trees to allow for the construction to effectively take place. While two hollow-bearing stags are likely to be removed for the proposed development, these trees are not highly valuable.	Yes	
	Existing trees have appropriate soil volumes and setbacks from buildings, footpath, road/kerb and gutter and services to provide sufficient space for root and canopy development to ensure the tree reaches its identified mature height and spread.	As above.	Yes	
PO3	1. The removal of the hollow bearing trees shall be offset by the installation of nesting boxes. The size of the nest box is to reflect the size and dimensions of the hollow removed. Alternatively, the tree hollow could be appropriately mounted on one of the retained trees in a manner where it will not pose a risk to life or property.	The BDAR notes that two hollow-bearing stags are likely to be removed for the proposed development, these trees are not highly valuable. For each nest hollow removed, two equivalent sized hollows (e.g. marine plywood nestbox) will be installed to replace the habitat removed (2:1 replacement ratio).	Yes	
Where hollow-bearing tree cannot be retained and are removed, they shall be replaced with nesting boxes, as close as possible to where the removed tree was located.	2. All nesting boxes and hollows shall be mounted at least 5m above the ground.	This will be complied with during the replacement process.	Yes	
	3. Requirement for 60% of nest boxes (replacement habitat) to be in place prior to clearing of hollow-bearing trees.	This will be complied with during the replacement process.	Yes	
2.4.4 On Lot and Streetscape Landscaping and Preferred Plant Species				

PO1 Plant species are provided in accordance with the preferred species identified for the Aerotropolis.	1.	Landscaping in development is to incorporate a diverse range plant species, as per the Aerotropolis DCP preferred Species List provided at Appendix B of this DCP. Prioritise use of Cumberland species, followed by other species that are suitable for the purpose and the microclimatic conditions of the site.	The Landscape Plan details that Appendix B of the Aerotropolis DCP has been used to inform the species selection and reviewed by an Ecologist.	Yes
PO2 Landscape design reflects the cultural landscape and is integrated with the design intent of the architecture and built form	1.	Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines.	The Landscape Plan illustrates generous vegetated setbacks along the site boundary as well as the warehouse perimeters. Landscaping complements the architectural features of the proposed site, including at the street frontage, accessways, carparking areas, communal outdoor areas and office entry.	Yes
	2.	Size and scale of landscaping is responsive to the bulk and scale of the development.	Landscaping responds to the size and bulk of the proposed warehouses. Adequate landscape setbacks have been adopted which will be utilised to create layered and dense landscaping which will also screen the buildings at the pedestrian level.	Yes.
PO3 Landscaping complements the views to and from the public domain, as well as to and from public and private open spaces within the site.	1.	Use appropriate species to screen side (where sufficient width permits) and rear boundaries and enhance visually obtrusive land uses or building elements (e.g. waste enclosures).	Large canopy trees and considerable vegetated setbacks are proposed for the site boundaries to filter views from adjacent land uses.	Yes.
PO4 Trees are planted in locations and distances apart to support their	1.	Trees are planted in unobstructed spaces where they have a minimum of 3 x mature trunk diameter space to grow and to limit upheaval of pavements and infrastructure.	This is noted and will be reflected in the Landscape design.	Yes

ongoing growth without causing conflict, including with the Obstacle Limitation Surface and utility services.	2.	Trees are not to penetrate operational airspace and tree heights should encourage wildlife movements below the OLS, where practical.	Land Eco Consulting have provided the relevant planting measures to ensure the safety of airspace operations can be achieved. The proposed development is located within OLS 125.5m AHD. The development reaches a maximum elevation of 64.9m AHD and would remain below the OLS inner horizontal surface. The largest trees proposed have a mature height of 30m within the developable area, and 30-50m within the ENZ zone, which is substantially lower than the critical OLS surface.	Yes
	3.	Demonstrate that species have been selected to ensure that at maturity, heights and root systems will achieve adequate clearance from streetlights and underground services such as stormwater pits.	The Landscape Plan ensures species selected can achieve adequate clearance from streetlights and underground services.	Yes
	4.	If required, trees can be planted in underground engineered tree pits to provide sufficient underground space to sustain the tree to maturity and beyond.	N/A – The proposed development includes generous deep soil setbacks.	N/A
	5.	Trees are planted and spaced to ensure the locations and spacings permit the trees to establish and reach maturity with their canopy and trunk being unimpeded.	The Landscape Plan ensures locations and spacings of trees can achieve this control. The spacing design is also guided by Bush Fire Guidelines.	Yes
PO5 Landscaping design promotes safety and surveillance.	1.	Within high use areas (e.g., car parking areas, children's play areas and walkways), trees at maturity have clean trunks to a height of 1.8m around facilities.	The Landscape Plan complies with this requirement.	Yes
	2.	Medium height shrubs (0.6m – 1.8m) are avoided along paths and close to windows and doors to maintain sight lines and allow for passive surveillance.	The Landscape Plan complies with this requirement.	Yes

	3.	Landscaping in the vicinity of a driveway entrance does not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.	The Landscape Plan complies with this requirement.	Yes
PO6 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	1.	Provide 1 medium tree for every 5 at grade car spaces, and maximise shading (as listed and shown in the image below) by: Orienting the tree parallel to the parking space; Staggering the configuration rather than linear; Selecting a tree with a Leaf Area Index of >4; and Using structurally engineered pits or vaults and WSUD design principles to provide appropriate space for tree root development.	Medium-large trees are planted every 5-6 car spaces to maximise shading and comply with Bush Fire requirements. Trees are located parallel to the parking space and staggered to maximise shading.	Yes
		Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road.	The Landscape Plan complies with this requirement. Sightlines and drivers' safety is ensured through the landscape design.	Yes
		Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.5m is provided above the basement, measured from the top of the slab, and including the required drainage. This will not be calculated as part of the deep soil zone nor included as part of the urban typology (site coverage) for the site.	N/A – no basement parking proposed.	N/A

2.4.5 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	1.	Street Tree heights and canopy spread are to be commensurate with the road reserve dimension.	No street trees are proposed. Tree planting along the street setback to Martin Road is used to help screen development and is commensurate with the road typology.	N/A
	2.	Street trees are to be planted at a maximum of 10m intervals (trunk to trunk) on all local streets.	Not applicable as no street trees are proposed.	N/A
PO2 Continuous tree canopy cover is achieved along both sides of the street	1.	Provide verge street trees.	No planting within the street verge is proposed.	N/A
	2.	Provide kerb extension trees.	N/A	N/A
	3.	Provide carriageway trees.	N/A	N/A
	4.	Provide median street trees.	N/A	N/A
	5.	Retain and supplement trees along all proposed streets so that they provide green linkages across Aerotropolis.	Trees are proposed within setbacks along Martin Road and the Park Edge Street at the eastern building interface. The high quality tree canopy planting will provide shade and visual amenity to support the establishment of green linkages.	N/A
PO3 Streets trees mitigate urban heat.	1.	Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day.	Large-medium canopy trees are proposed within the landscape setback addressing Martin Road.	Yes
	2.	Provide 80% of east-west oriented streets with shade for active transit users during the hottest times of the day.	N/A – no east-west oriented streets.	N/A

	3. Provide for deep soil planting within the streetscape, to enable trees to reach mature heights and contribute to canopy cover.	The proposed development includes generous deep soil setbacks.	Yes
	4. Provide landscaping within at grade car parking areas.	Planting in at-grade car parking areas is provided in the form of tree and understorey shrub planting.	Yes
2.5 Flooding and Environmental Resilience Management			
2.5.1 Flood Management			
<u>Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses</u>			
PO1 Conveyance and storage of floodwaters through the floodplain is managed. The siting and layout of development considers flood constraints, including risks to personal safety during the full range of floods. The site layout and built form of the development is compatible with flood constraints and potential risk.	1. Applicant to demonstrate that development as a consequence of a subdivision or development proposal, can be undertaken in accordance with a FIRA.	The Flood Impact Assessment demonstrates the proposed development will have a negligible impact on flood behaviour during events up to and including a 1 in 500 AEP flood.	Yes
	2. The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: Flooding on the development; The development on flooding; Flooding and the development on property and the existing and future community; and Climate change consistent with the objectives of this DCP.	This report has been prepared/reviewed by a suitably qualified professional engineer with over 20 years' experience undertaking flood related investigations. The report has also considered input from a professional engineer with over 15 years' experience, including preparation of the 'Wianamatta South Creek Flood Study – Existing Conditions' (2022) for Infrastructure NSW, and the 'South Creek Floodplain Risk Management Study and Plan' (2019) for Penrith City Council.	Yes
	The FIRA assesses flood constraints for both pre and post development cases with and without climate change to ensure there are no significant detrimental impacts on flood	The assessment shows that the proposed development will have no significant impact on flood behaviour during events up to and including a 1 in 500 AEP flood, which is considered representative of a climate change scenario for the 1% AEP event. The magnitude and extent of the impacts are considered	Yes

	behaviour or to the community upstream, downstream, or adjacent to the site.	negligible and would manifest as 'no significant detrimental impacts on flood behaviour or to the community upstream, downstream, or adjacent to the site'.	
	The FIRA considers: Car parks; The type of car park; For open car parks, the restraints used to secure and prevent floating vehicles from leaving the car park; For enclosed carparks, how floodwaters will be stopped from entering the enclosed car park	The open car parks shown in the development design plans (refer Appendix B) will have a surface elevation above the PMF level and therefore, restraints for vehicles will not be required.	Yes
	For all zones, any development that includes a residential component has Habitable Floor Levels equal to or greater than the 1% AEP flood level plus 500mm freeboard.	Not Applicable. The development does not include any residential component.	N/A
	Building Floor Levels are equal to or greater than the 1% AEP flood level plus 500mm freeboard in the following areas: Enterprise Zone; Agribusiness Zone; and Mixed Use Zone.	The proposed warehouse floor levels of 50.6 (warehouse 1) and 51.7 (warehouse 2) m AHD will be 1.8 metres and 2.9 metres (respectively) above the maximum 1% AEP flood level at the site of 47.4 m AHD.	Yes
PO2 Development has minimal impact on flood behaviour.	1. The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site.	Section 7.2 of the FIRA indicates that the development will result in maximum changes to peak 1% and 1 in 500 AEP flood levels of 0.01 metres outside of the development site. The extent of the predicted impacts is localised, extending less than 10 metres into the adjoining property to the south. The predicted impacts are therefore consistent with the Performance Outcome 2 (PO2) –	Yes

		Development will have minimal impact on flood behaviour. Verdict – Development Complies		
	2.	The FIRA demonstrates the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.	The proposed development and any associated filling is limited to the fringe of the 1% AEP flood extent and designed to ensure no encroachment into areas designated as Floodway and Critical Flood Storage. 'High-Level Floodways' and 'Critical Flood Storages' as defined by the 'Wianamatta South Creek Flood Study – Existing Conditions' (2022) and documented in Appendix A of the WSA DCP (2022). By ensuring the development is designed to avoid encroachment into the areas outlined above, there is a negligible reduction to the conveyance and storage capacity of the section of the floodplain local to the site. Accordingly, there will be no potential for the development to contribute to any significant cumulative impacts. Adherence of other developments to similar principles and to the performance objectives outlined within the WSA DCP will ensure cumulative impacts are minimal.	Yes
	3.	The FIRA demonstrates that the peak flow at the downstream hydraulic control is maintained with development and that the shape of the flood hydrograph is generally maintained for events up to and including the 1% AEP flood event.	The modelling has shown that there are no impacts to peak flood levels or peak flow velocities downstream of the site during floods up to and including the 1 in 500 AEP flood. The development will result in no change to peak flows or the hydrograph shape at the downstream hydraulic control at Elizabeth Drive. The development and all associated fill will be limited to the flood fringe and edge of the flood storage area and kept outside of areas designated as 'high-level floodway' and 'critical flood storage'.	Yes
	1.	All structures are of flood-compatible building components below or at the flood planning level.	The proposed warehouse floor levels of 50.6 and 51.7 mAHD will be more than 3 metres above the maximum 1% AEP flood level at the site of 47.4 mAHD. Accordingly, this requirement is not applicable.	Yes
PO3 Structures are designed and constructed so that they remain structurally sound for the life of the development	2.	An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris, immersion, and buoyancy up to and including the flood planning level.	N/A	N/A

considering flood and debris forces.	3.	The FIRA demonstrates that all new electrical equipment, power points, wiring, fuel lines, sewerage systems or any other service pipes and connections can be waterproofed and/or located above the flood planning level.	N/A	N/A
PO4 All fill ensures the long-term stability of the development site and is not affected by erosion.	1.	The FIRA demonstrates that any fill as a result of the development will not be impacted by erosion and will have long term stability.	Section 6.3 provides an overview of the predicted flow velocities across the site under existing conditions. To the west of the existing farm dam flow velocities are predicted to be less than 0.2, 0.25 and 0.4 m/s during the 5%, 1% and 1 in 500 AEP floods, respectively. These low flow velocities will remain low given the predicted impact of the development will be increases no greater than 0.04 m/s. Combined with the low flood depths at the location of proposed filling, this indicates that there would be a negligible risk of erosion or instability.	Yes
PO5 The safety of users of developed areas located on the floodplain for the full range of flooding is ensured.	1.	Vehicular and pedestrian access ensures access /egress is provided to above the predicted peak level of the PMF.	As discussed in Section 7.1 of the FIRA, post-development elevations across proposed fill platform are above the predicted peak level of the PMF event. Accordingly, the developed site is not at risk of inundation. On this basis, access/egress to land above the predicted peak level of the PMF will be provided as part of the development.	Yes
	2.	The FIRA demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.	The Liverpool City Flood Emergency Sub Plan (2015) was reviewed as part of investigations completed for this development. The sub plan outlines the preparedness measures and the conduct of response and recovery operations from flooding within the Liverpool Council LGA. Given the development is located outside the PMF extent, evacuation is not a primary concern. As discussed in Section 8, offsite access to the future M12 Motorway will be retained along Elizabeth Drive during the 5% AEP event, but will be cut in the 1% AEP event due to minor overtopping. The period of isolation of the site during the PMF is expected to be no longer than 6 hours and therefore, shelter-in-place would be appropriate. The future upgrade of Elizabeth Drive will provide flood-free access to the M12 Motorway during events up to and including the 1 in 2000 AEP flood. While there are no specific instructions in the Sub Plan for the site and its	Yes

		surrounds, the development is considered consistent with the requirements of the Sub Plan as no intervention from the SES is required.	
PO6 Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	1. No external storage of materials which may cause pollution or be potentially hazardous during any flood.	The finished surface elevations across the development platforms are above predicted peak flood levels for the PMF event. Accordingly, any external storage of materials will not be at risk of inundation.	Yes
PO7 Fencing is designed and constructed so that it does not impede and/or direct the flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land.	1. Fencing is constructed in a manner that does not obstruct the flow of floodwaters.	Any fencing associated with the development will be on land above the PMF level. Accordingly, fencing will not obstruct the flow of floodwaters.	Yes
	2. Fencing of flow paths is limited to permeable open type fences.	Refer above.	Yes
PO8 Earthworks including cut and fill do not impact flood storage areas.	1. The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.	All filling that is proposed as part of the development has been excluded from those parts of the site mapped as Critical Flood Storage area as part of the 'Wianamatta South Creek Flood Study – Existing Conditions' (Rev I, 2022). Accordingly, the proposed fill encroaches only into the flood fringe and edge of the flood storage area in the 1% AEP flood extent where depths do not exceed 0.6 metres (typically less than 0.3 metres). Encroachment into flooding during rarer events such as the 1 in 500 AEP flood and the PMF is similarly small and limited only to the edges of the flood exten.	Yes

2.5.2 Mitigating Urban Heat Island

PO1 Site layout of development and public domain mitigates urban heat island effect.	1. Evaporative cooling is enabled through implementation of design initiatives and features, including: Misting infrastructure in public places during high and extreme heat days; and Irrigation of private open spaces (using harvested stormwater) with 50% of grassed areas and 100% trees irrigated.	Water collected from roof areas will be collected by rainwater tanks for reuse on site for non-potable purposes such as irrigation. Refer to the Civil Infrastructure Report.	Yes
	Use pavements which are permeable and have high albedo, resulting in less solar absorption. When using permeable pavers, it must be demonstrated that there is no impact on the salinity or sodicity of underlying soils.	Permeable paving is proposed to be used for 3,987 m² of the site within the carpark areas. A Salinity Management Plan has been prepared to minimise impacts to soils.	Yes
	Public seating has adequate shading.	High quality canopy trees are proposed to be planted across the site to provide shade to workers and visitors. In addition, the outdoor communal area is undercover and supplemented by planting to provide amenity to workers.	Yes
PO2 Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.	1. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access.	The warehouse buildings are oriented in an east-west direction to ensure both buildings have sufficient and equal access to north facing sunlight. This orientation optimises daylight access, as well as provide appropriate building spacing to permit natural ventilation to both buildings without obstruction.	Yes
	2. Provide western and northern facades with external shading devices to shield the building from hot summer sun, while allowing direct sunlight in winter.	Tree planting is provided at the eastern and western building facades to naturally shade these interfaces. In addition, the office windows at the western facades have vertical shading devices to manage direct solar access.	Yes

	3.	Integrate green infrastructure into buildings, including healthy vegetation, green walls, and irrigation in open spaces.	Green infrastructure has been investigated and incorporated into the project where possible. Irrigation of open areas is proposed along with the retention of as many existing trees as possible.	Yes
	4.	A minimum of 50% of non-industrial rooftops are to be either vegetated, light coloured or irrigated using harvested stormwater.	The office rooftops are comprised of a light coloured material to reduce heat gain. This is supplemented by vertical shading devices along the window glazing edges. A further response has includes provision of PV panels on the rooftop locations to absorb heat as solar energy for the future operations on the site.	Yes
	5.	Low heat conductive materials, appropriate insulation, wider eaves on northern and western facades reduce passive internal heating of the building.	The design strategies outlined in the ESD report have been employed to ensure the building does not experience adverse heat gain.	Yes
	6.	To minimise energy use, buildings can: apply green roof and green façade/wall elements to reduce heat loads on internal spaces; Use external shading on north and north west facades; Use sub floor ventilation; and Provide outdoor clothes drying facilities.	Energy efficiency will be considered throughout the design development process with the following improvements to be considered by the design team: Horizontal shading on the northern facades and vertical shading to the eastern and western façade to be incorporated, Suitably performing glazing for each façade, Energy efficient fixtures, Metering in line with minimum performance standards, Refer to the ESD Report for further discussion of proposed measures.	Yes
2.5.3 Salinity				
PO1 The extent and location of salinity in the landscape and hydrogeologic regimes	1.	Undertake salinity investigations prior to development and prepare a Salinity Management Plan.	EP Risk have prepared a Salinity Management Plan for the site.	Yes
	2.	Where required, the Salinity Management Plan considers water application rates, size of the block and timing and management of	Noted. Refer to the Salinity Management Plan for further details.	Yes

are accurately identified.	irrigation to ensure overwatering and salt movement is minimised.		
	3. A detailed salinity analysis, to be prepared by a qualified expert, will be required if: An initial investigation shows the site as saline or affected by salinity; or The site of the proposed development has been identified as being a moderately saline area on the Western Sydney Potential Salinity Map.	The Geotechnical Investigation was completed by Fortify Geotech, which completed tests across the site.	Yes
PO2 Development avoids disturbing high-risk saline soils to minimise the movement of salt in the landscape, increase soil health and prevent soil structural decline.	1. Demonstrate that disturbance to the natural hydrological system is minimised by: Maintaining effective drainage, or where modification occurs, the modification provides effective drainage systems; Reducing waterlogging on the site and the potential for waterlogging via landscape-led design; Having minimal impact on the water table; and Having minimal impact on the hydrogeologic regime for sub soils, lateral flows, and deep groundwater systems.	The Groundwater Impact Assessment provides mitigation and management measures to ensure potential soils and groundwater impacts can be avoided. It notes a Soil and Water Management Plan (SWMP) would be prepared and implemented to include measures to manage and reduce the risk of water quality impacts associated with the works. With appropriate strategies in place, the risk of increased sedimentation in the receiving watercourses would be substantially reduced. In addition, where excavation activities are deep enough to intercept groundwater, dewatering may be required. Where possible the dewatered groundwater should be used on-site for irrigation or dust suppression activities	Yes
PO3 Salinity management and codes of practise are adhered to and	1. Implement the following salinity management guidelines and codes of practise (or updates thereto) for land development (not limited to):	The Salinity Management Plan addresses the relevant guidelines and codes of practice.	Yes

based on NSW and local government guidelines	Western Sydney Salinity Code of Practice (Western Sydney Regional Organisation of Councils, 2003). Western Sydney Hydrogeological Landscapes: May 2011 (First Edition) data package. Relevant Australian Standards, including AS 2159, AS 2870, AS 3600, AS 3700 and AS 2870; and Local Government salinity initiative documents.		
	Where soil sampling is required to be undertaken as part of salinity investigations, provide the following details: Location of investigation soil samples and bores on plan; Electrical conductivity (EC) and texture profiling down the soil profile; Density of sampling; Use of electromagnetic (EM) survey; and Preliminary block layout to allow for development plans to address salinity issues.	The Geotechnical Investigation provides the details highlighted in the requirements.	Yes
PO4 Achieve healthy ecosystems by supporting soil ecology and support water	1. Retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors.	The site has been subject to extensive clearing. Notwithstanding, the ENZ zones and riparian corridor within the site are not subject to development.	Yes

retention in the clay
landscape of the
Cumberland Plain.

2.5.4 Acid Sulfate Soils

PO1 Acid sulfate soils are managed during development to ensure reuse of acid sulfate soil (with treatment) is considered and managed with no adverse impact to the environment, waterways, and infrastructure.	1.	An Acid Sulphate Soils Assessment is to be provided with all development applications.	An Acid Sulfate Soils Desktop Study has been completed by EP Risk.	Yes
	2.	Disposal of any acid sulfate soil as waste during development is undertaken in accordance with guidelines made and approved by the NSW EPA.	Noted and understood.	Yes
	3.	Where acid sulfate soils are present, an Acid Sulfate Soils Management Plan is prepared by a suitably qualified person and demonstrates that development will have no impact on environmental values or the current level of the water table.	N/A – A review of the Acid Sulphate Soils Risk Map indicated that there are no known occurrences of acid sulphate soils at the site. Accordingly, this is not required.	N/A
PO2 Infrastructure and concrete and steel structures placed in acid sulfate soil or within waterways for land development is designed to withstand acid sulfate soil environments.	1.	Development is designed in accordance with relevant standards to withstand increased corrosion and durability impacts associated with acid sulfate soil.	N/A – refer above.	N/A
PO3	1.	Landscape-led design minimises the potential for environmental and waterway	N/A – refer above.	N/A

Land development avoids excavation, dewatering and disturbance of acid sulfate soil.	impacts from development on acid sulfate soils.			
2.5.5 Erosion and Sediment Control				
PO1 Development is to ensure 80% of all flows leaving the construction site achieves total suspended solids of 50mg/L or less and a pH of 6.5–8.5 during the construction and building phases until the site is stabilised and landscaped	1.	An Erosion and Sediment Control Plan (ESCP) must be submitted for sites less than 2,500sqm and a Soil and Water Management Plan must be submitted for sites greater than 2,500sqm. These plans must be prepared in accordance with Appendix D.21.	The Civil infrastructure Report includes erosion and sediment control measures for the site. This is in addition to a Ground and Water Impact Assessment which has also been prepared.	Yes
	2.	The ESCP or CPESC must demonstrate compliance with the construction phase targets, outlined in the table below throughout the construction and building phases until the site is stabilised and landscaped.	The prepared plans ensure compliance with the construction phase targets.	Yes
	3.	The ESCP or CPESC must illustrate that appropriate controls have been planned which will, when implemented, minimise erosion of soil from the site and, accordingly, sedimentation of drainage systems and waterways.	The prepared plans demonstrate the appropriate controls have been outlined to minimise the erosion of soil, sedimentation of drainage systems and waterways.	Yes
2.6 Road Design for Arterial and Sub-Arterial Roads				
PO1	1.	Direct vehicle access to properties from the Arterial and Sub-Arterial roads identified in the Precinct Plan is not permitted, except for	N/A – Martin Road is not identified as an Arterial or Sub-arterial road.	N/A

The design, functionality and safety of arterial and sub arterial roads is consistent across the Aerotropolis Growth Area.		land uses that require or benefit substantially from access to major roads (for example service stations) and where approval is obtained from the relevant roads authority.		
	2.	Road design for Primary Arterial Roads, Primary Arterial Roads (Rapid Bus), and Sub arterial Roads as identified on the Precinct Plan are to be consistent with the typical arrangements shown below in Figure 5 to Figure 7.	N/A – as above.	N/A
	3.	Implement fauna-sensitive road design elements to minimise environmental impacts, such as vehicle strike during and after road construction and upgrading.	N/A	N/A
PO2 Support temporary site access that is required but not currently available.	1.	To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: The development complies with all other development standards; and The consent authority is satisfied the carrying out of the development will not compromise road safety.	N/A – there is existing access to the site and no temporary access is required.	N/A
		Where the consent authority grants such consent, the temporary access must be constructed to the Council's standards except in the case of a State classified road,	N/A – Temporary access is not required.	N/A

which must be designed and constructed to TfNSW's standards. Conditions will also be imposed to limit access to the designated road when alternative access becomes available.

2.7 Parking Design and Access

PO1 The design and layout of car parking and vehicular access is safe and functional.	1.	Parking is to meet AS 2890 and AS 1428.	All parking has been designed in accordance with AS2890 and AS142.	Yes
PO2 Prioritise use of basement car parking areas in mixed use areas and Centres.	1.	A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement.	N/A - The proposed development does not exist in a mixed use area or Centre.	N/A
	2.	Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level.	N/A - as above.	N/A
PO3 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.	1.	Parking areas do not significantly interfere with pedestrian through-site links.	No through-site links relate to the site and therefore parking areas do not significantly interfere with pedestrian through-site links. Pedestrian walking zones and crossings have been provided where suitable.	Yes
PO4	1.	Locate vehicle access points on the secondary frontage or via a rear lane.	There is no existing secondary frontage to a road which can provide access for vehicles. Vehicular access will predominantly be provided via Martin Road.	N/A

Above ground car parking is designed to activate the streetscape and not detract from the public domain.		A future park edge street is located at the rear of the site and an indicative riparian street is identified to the north on the adjacent landholding. Access from these secondary streets is not practicable nor feasible noting that these are unlikely to be delivered until the wider precinct is delivered and collector roads funded by contributions are in place. Notwithstanding, the proposal has been designed accordingly to take into account the future requirements of each street.	
	2. Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages.	The above ground parking is suitably screened by dense planting and landscape setbacks. It is adjacent to building entry and offices fronting Martin Road.	Yes
	3. Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building.	Screening strategies implemented includes landscape setbacks with screening trees and vegetation as well as the levels of the car parking area ramping down from Martin Road concealing their appearance from the Martin Road frontage.	Yes
PO5 Utilise integrated parking solutions to service multiple development sites.	1. Where integrated basement car parking is used, these: Must provide shared access to the integrated basement car parking area; Must demonstrate how shared access for adjoining sites, including circulation paths and breakthrough walls, will function and are to be accommodated; Have basement structures at a depth that adequately accommodates services, stormwater drainage and other infrastructure; and Ensure that the basement level(s) below the public domain are used for circulation	N/A - No basement car parking is proposed in the development	N/A

		areas, ramps, visitor parking, freight and service vehicle parking, loading areas and waste collection points, not individual strata titled spaces		
PO6 Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements	1.	Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes.	Vehicular access points are located on the street frontage at Martin Road, which is the only existing street access.	Yes
	2.	At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition.	Vehicular access points have been designed to minimise voids and areas for concealments. Artificial lighting is also intended to ensure appropriate illumination of access points.	Yes
	3.	Separate pedestrian and bicycle access from vehicular circulation areas.	Separate pedestrian and bicycle access points have been located away from heavy vehicular circulation areas, as aptly as possible for an industrial development typology.	Yes
	4.	For industrial land uses and warehouse and distribution facilities, heavy vehicles be fully separated from staff and visitor parking and entry/exit points and that safe and separated access from staff and visitor parking be provided to office areas.	Hardstands for heavy vehicles have been located away from staff and visitor parking. Truck entry and exits are provided by a separate accessway to car entry and exit.	Yes
	5.	Change pavement (colour and/or texture) to: Provide clear demarcation between pedestrian and vehicle spaces; and Reduce vehicle speeds at entries or key nodes. For the egress points of larger developments, install stop signs and lines for motor	a. Changes to pavement colour and texture is demonstrated in the Landscape documentation. b. Vehicle speeds will be reduced in these areas. c. Noted and understood. d. Separate pedestrian and vehicular access are provided to clearly delineate the two routes, with direct access provided to building entries for pedestrians. e. As above, the pedestrian pathways are direct and lead to building entries.	Yes

		vehicles crossing pedestrian and bicycle. Provide separate pedestrian access routes to building entries from the public domain and parking areas. Pedestrian access routes are direct, with good sightlines, intuitive wayfinding, and easy gradients. Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas	f. Shade is provided by tree planting within the setbacks and parking areas.	
PO7 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	1.	Locate vehicle access points on the secondary frontage or rear lanes with access and egress points provided in a forward direction.	Existing vehicular access is provided by Martin Road, which will be employed as part of the proposed design. A future park edge street is located at the rear of the site and an indicative riparian street is identified to the north on the adjacent landholding. Access from these secondary streets is not practicable nor feasible noting that these are unlikely to be delivered until the wider precinct is delivered and collector roads funded by contributions are in place. Notwithstanding, the proposal has been designed accordingly to take into account the future requirements of each street.	Yes
	2.	Where a site has frontage to a classified road, provide access to an alternate road.	N/A – not a classified road.	N/A
	3.	Ensure that all vehicles can enter and exit in a forward direction.	All car parking and loading areas can be accessed by vehicles in a forward direction.	Yes
	4.	Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements.	The Traffic Impact Assessment incorporates design for vehicles in accordance with the following minimum requirements: Commercial Servicing Austroads 53m A-Triple (Unit 1)	Yes

		Austroads 25m B-Double (Unit 2)	
		AS2890.1 20m AV (Unit 2)	
		Refuse Collection	
		Rear Loading Refuse Collection Vehicle (RCV)	
5. Where the entry to a parking space is also the entry to a waste collection area, access should be possible via a PIN pad and code, to avoid the need for waste truck drivers to carry keys or access cards/fobs with them.		The Refuse Collection Vehicles will enter both tenancies via the relevant car parking area crossovers in forward gear, collect the waste and then proceed to exit the site via the same crossover in forward gear.	Yes
PO8 Car parking spaces and associated infrastructure are designed with the potential to transition to other uses.	1. All car parking spaces at grade, or if provided above the ground floor level within a building, shall demonstrate what infrastructure will be incorporated into the carpark areas of the building to allow for the easy transition to habitable land uses in the future. This includes consideration of: Retrofitting of utilities and services (water, electricity, and internet); Building code requirements for a range of uses; Removable ramps; Greater reinforcement, such as steel (as residential/commercial spaces are heavier than car parks); and Flexible approaches for night-time use (see images below).	Any car park at grade does not present an opportunity for future habitable land uses as they are located within building setback zones.	N/A
	All at grade or above ground car parking spaces within buildings have a floor to ceiling height	N/A – Refer above.	N/A

		of 3.0m to 4.5m (clearance free of mechanical servicing) to allow for adaption to other uses.		
		All at grade or above ground car parking spaces within buildings have a floor to ceiling height of 3.0m to 4.5m (clearance free of mechanical servicing) to allow for adaption to other uses.	N/A – Refer above.	N/A
PO9	1.	With the exception of heavy vehicle entries, use pervious surfaces for at grade parking and driveway design other than entry for heavy vehicles.	Pervious surfaces have been proposed in at grade parking areas.	Yes
Parking layout, surfacing and drainage design responds to Water Sensitive Urban Design.	2.	Where appropriate, incorporate a permeable surface in car washing spaces. The use of turfed or gravel surfaces is considered acceptable, provided the water is treated to prevent contaminants from entering the stormwater system.	N/A – No car washing spaces are proposed in the development.	N/A
PO10	1.	Where development includes a mechanical parking installation, such as car stackers, turntables, car lifts or other automated parking systems, a Parking and Access Report is to be provided.	N/A – No mechanical parking installations are proposed in the development.	N/A
Utilise tandem, stacked, and mechanical parking where appropriate.	2.	Access to mechanical parking installations is to be designed in accordance with AS 2890.	N/A – As above.	N/A
	3.	Tandem or stack parking will only be permitted where:	N/A – No tandem or stacking parking is proposed in the development.	N/A

	Each tandem or stacked parking arrangement is limited to a maximum of two spaces; The maximum parking limit for spaces in the development is not exceeded; they are used for staff parking only; They are not used for service vehicle parking; and The manoeuvring of stacked vehicles is able to occur wholly within the premises.		
	Mechanical parking installations will be considered for developments involving the adaptive reuse of existing buildings where site or building constraints prevent standard parking arrangements.	N/A – As above.	N/A
	Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes.	N/A – As above.	N/A
	The minimum length of a tandem space is 10.8m	N/A – As above.	N/A
PO11 Smart technology to be incorporated in large car parks (over 100 spaces) to improve functionality.	1. For development (over 100 spaces), provide technology which tracks real-time car movement such as wireless parking bay sensors and dynamic signage to guide drivers.	The proposal allows for smart technology to be incorporated into the car parking areas in order to improve functionality. Car park areas have been appropriately designed to support various parking arrangements, including EV charging. There is also clear signage to guide wayfinding.	Yes
2.8 Travel Demand			

PO1 Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes.	1. A Travel Plan must be submitted for: Any residential developments containing more than 50 residential units; and Any commercial or industrial developments which accommodates more than 50 employees	The proposed development is an industrial use which will accommodate more than 50 employees and hence will require a Travel Plan. A Green Travel Plan has been prepared by Modus.	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.	1. To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: The development complies with all other development standards; Subdivisional roads generally conform with the road pattern shown on the Indicative Layout Plan; and The consent authority is satisfied the carrying out of the development will not compromise road safety.	N/A – temporary access is not proposed.	N/A
	Where the consent authority grants such consent, the temporary access must be constructed to the Council's standards except in the case of a State classified road, which must be designed and constructed to TfNSW's standards. Conditions will also be imposed to limit access to the designated	N/A – As above.	N/A

road when alternative access becomes available.

2.9 Service and Loading Design

PO1 Provide on-site loading and servicing that meets the demand generated by the development.	1. Where a waste collection point is provided within a basement, head height clearances and aisle widths on Level 1 of the basement are to be sufficient for the largest loading vehicle (minimum 5m high) to enter the site, unload and exit the site in only one (1) reverse vehicle movement.	N/A – No basement waste collection proposed.	N/A
	2. All servicing, including waste and recycling collection, to be carried out wholly within the site with collection points at convenient locations.	All material loading will be undertaken wholly within the site, and all construction equipment, materials and waste will similarly be strictly kept within the site	Yes
	3. Where waste and recycling bin rooms and collection points are located within the basement, a floor to ceiling clearance of 6.5m is required to allow for the overhead mechanical loading of bins within the basement by garbage trucks	N/A – no basement areas proposed.	N/A
PO2 Loading and unloading facilities are adaptable to future technologies.	1. Loading and unloading facilities are adaptable to technology or other services (e.g., food donation operations, or reverse logistics to return items for reuse or repair).	The specific technology of the loading facilities is subject to future detailed design and will be fit for purpose.	Yes
PO3 Service vehicle types are appropriate to the	3. Swept turning paths provided for HRV and single articulated vehicles (20m).	Swept path assessments have been prepared to illustrate largest heavy vehicle movements to and from the access driveways and on-site service areas. It includes 53m A-Triple (Unit 1), 25m B-Double (Unit 2), and 20m AV (Unit 2).	Yes

scale and requirements of the proposed development.	4.	MRVs and HRVs are deemed to be the same as that described in Section 2 of AS 2890.2 – Parking facilities – Part 2: Off-street commercial vehicle facilities.	Noted and understood.	Yes
	5.	Off-street loading and unloading facilities are provided for all commercial and industrial premises	All material loading will be undertaken wholly within the site, and all construction equipment, materials and waste will similarly be strictly kept within the site	Yes
2.10 Airport Safeguarding				
PO1 Development does not generate turbulent emissions into the protected airspace.	1.	Any plumes caused by a development do not: Have peak vertical velocities of more than 4.3m/sec; or Incorporate flares, unless an aviation impact assessment is completed and determines flares are acceptable.	The Airport Safeguarding Statement prepared by L+R Airport Consulting demonstrates the proposed development will not impact airport operations.	Yes
PO2 Development does not impact on aviation or the operation of the Airport regarding light emission and reflective surfaces.	1.	Development must comply with the provisions of the Civil Aviation Regulations 1988 (Cth) and not cause distraction or confusion to pilots due to its configuration, pattern or intensity or prevent clear reception of aerodrome lights or signals.	The site is situated outside the light control zones but within the 6km radius, and are subject to the relevant provisions. The proposed development has been designed in accordance with these provisions.	Yes
		Lighting within the primary light control zones – Zones A, B, C and D: Must not exceed the following intensity of light above a 3-degree horizontal: i. Zone A – 0 candela (cd); ii. Zone B – 50 cd; iii. Zone C – 150 cd; and iv. Zone D – 450 cd. OR	The site is not within the light control zones.	N/A

		Be fitted with a screen/shroud that prevents the light emission above the horizontal plane.		
		Proposals within 6km of the Airport: Must not include coloured or flashing lights; or Where coloured or flashing lights are to be incorporated, the proposal must be referred to the relevant Commonwealth body.	The proposed development has been designed in accordance with these provisions. No coloured or flashing lights to cause distraction are proposed.	Yes
		The appearance, material, reflectivity and aesthetics of the roofscapes consider the flight path and flight zone.	As mentioned above, the site is not situated within the control zones. Notwithstanding, the architectural design of the roofscape considers the flight path and flight zone as to ensure no visual impacts.	Yes
2.10.2 Noise				
PO1	1.	Residential development is constructed in accordance with Table 3.	N/A – residential uses are not proposed as part of the proposal.	N/A
Development within the ANEC 20 and above contours (including extensions to existing development) is constructed to achieve indoor design sound levels as per the Indoor Design Sound Levels for Determination of Aircraft Noise Reduction in AS 2021 – Acoustics Noise Intrusion –	2.	An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels.	A Noise and Vibration Impact Assessment has been prepared by Renzo Tonin & Associates, which identifies the necessary construction standards.	Yes

Building Siting and Construction.

2.10.3 Wildfire Hazards

PO1 Development does not attract wildlife which would create a safety hazard to the operations of the Airport	1.	All waste bins are designed and installed with fixed lids.	A Waste Management Plan has been prepared to detail the measures to be implemented to ensure the adequate management, reuse, recycle and safe disposal of waste generated on site. It also identifies the appropriate servicing arrangements.	Yes
	2.	Any bulk waste receptacle or communal waste storage area is contained within enclosures that cannot be accessed by birds or flying foxes.	Noted and complied with.	Yes
	3.	Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.	The proposed OSD has been designed to drain within 48 hours.	Yes
	4.	Buildings and structures are designed to minimise the opportunity for roosting areas.	Noted and complied with.	Yes
PO2 Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport.	1.	Refer to Appendix B for a list of suitable landscape species.	The Landscape Plan indicates the plant species sourced from Western Sydney Aerotropolis DCP2022 – Appendix B	Yes
	2.	In areas within the 3km wildlife buffer but outside of the Parkland Priority Areas shown in Figure 8, a report prepared by a suitability qualified and experienced ecologist is to be submitted. a. Incorporates alternative landscape species not listed within Appendix B; b. Incorporates landscape species denoted within the landscape species list;	A Wildlife Hazard Assessment and Wildlife Management Plan has been prepared. The proposed landscaping has considered the requirements of this control.	Yes

		c. Will result in more than 5 trees being planted in 1 group (group refers to touching mature canopies); and/or d. Provides a spacing between a group of 5 or more trees that is less than 100m.		
	3.	The ecologist report is to consider building, site, and water body design outcomes and/or landscape maintenance measures that will mitigate bird and flying fox attraction and roosting areas.	The report has considered the building, site and water body design to ensure bird and flying fox attraction and roosting areas is minimised and mitigation measure implemented per the BDAR	Yes
2.11 Service and Utilities				
PO1	1.	Meet the design requirements as per the Western Sydney Street Design Guidelines Section C5.4 Electricity.	The proposed services will be designed in accordance with the relevant design requirements.	Yes
Site is serviced with electricity.	2.	Locate electricity supplies within verge	Noted and complied with.	Yes
PO2	1.	Infrastructure is designed and located to: Integrate with building design and the public domain; Not be visible from the public domain unless appropriately screened by landscaping; and Make a positive contribution to the public domain.	Infrastructure that is not already existing on site will be designed and located to adequately integrate with the building design and the public domain. It will not impact the visual amenity of the site.	Yes
Services and utilities (hydrants, NBN boxes etc) are designed and located to integrate with building context and the public realm.		New streets integrate utilities within the street reservation, with services located underground and in a manner that	No new streets are proposed. Notwithstanding, the indicative Riparian Street and Park Edge Street have been considered should they be delivered in the future by Council.	N/A

		facilitates tree planting and consistent with the Western Sydney Street Design Guidelines.		
		Where services must be located on a street, they do not dominate the pedestrian experience and are designed as an integrated component of the facade, as per the Western Sydney Street Design Guidelines.	As above.	N/A
PO3	Infrastructure is adequately protected from development.	1. Development near a utility service must be in accordance with the relevant service authority's guidelines and requirements and must not adversely affect the function of the service.	Noted and understood.	Yes
		2. Where development is proposed on land containing or adjacent to easements, applicants are to consult with the organisation responsible for the maintenance and management of the easement.	N/A – The proponent is not aware of any existing easements within or adjacent to the site.	N/A
		3. Development adjacent to any future fuel pipeline is subject to a land use risk safety audit with the relevant buffers provided, subject to the airport authority.	N/A – The site is not adjacent to any future fuel pipeline.	N/A
		4. Locate infrastructure taking into account any future road widening to minimise relocation of assets.	This has been considered in the proposed development.	Yes
PO4	Shared utility trenches combine multiple	1. Refer to the provisions within the Western Sydney Engineering Design Manual for details on shared utility trenching.	Not applicable. No roads proposed.	N/A

utilities within a compact area of the street verge, and futureproof service location within road cross-sections.	2.	Avoid placement of services within the road carriageway.	Noted and understood.	Yes
	3.	Ensure sufficient width in the utility corridor.	Noted and understood.	Yes
	4.	Avoid disruptive works across/ under existing carriageways.	Noted and understood.	Yes
	5.	Adopt a 'dig once' policy where spare conduits and road crossings are installed in strategic locations to avoid disturbing the road in the future	Noted and understood.	Yes
PO5 Infrastructure allows for colocation of compatible similar uses	1.	Allow for the installation of the following within the utility corridor: Recycled water purple pipes; Vacuum waste collection system; Hydrogen district cooling/heating systems; and Micro-grids for energy sharing	The design of infrastructure allows for the colocation of compatible similar uses. The identified systems will be accommodated for.	Yes
PO6 Provide fast, reliable, and high-speed fixed and wireless internet connectivity across the Aerotropolis to the standards listed in the Australia and New Zealand Smart Cities Council's Code for Smart Communities	1.	Demonstrate access to the NBN. Where coverage at time of lot registration is not or will not be above minimum network connectivity speeds, demonstrate how and where allowances for future network augmentation have been made.	Future plans to connect the site to NBN have been identified. The proposal will ensure appropriate connections are made. Refer to the Civil Infrastructure Report for further details.	Yes
	2.	Follow the design guidance as per the Western Sydney Street Design Guidelines Section C5.6 Telecommunications and Section C6.3 5G Mobile Telecommunications.	Noted and considered in the design.	Yes

PO7	1.	Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; Bring a purple pipe for recycled water to the boundary of the site; Not top up rainwater tanks with recycled water unless approved by Sydney Water; and Design recycled water reticulation to standards required by the operator of the recycled water scheme.	The Civil Infrastructure Report details Sydney Water's discussion of a reticulated recycled water network proposed for the South Creek wastewater catchment. The recycled water network is to be supplied by the South Creek Advanced Water Recycling Centre, which is expected to operate from 2026/2027 (currently in the planning phase). Refer to the Civil Infrastructure Report for further details.	Yes
2.12 Sustainability				
PO1	1.	All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site.	Net Zero Statement has been prepared for the proposal and confirms it will avoid dependence on fossil fuels and be capable of operating at net zero emissions by 2035. It also details the additional energy efficiency initiatives being adopted such as the procurement of offsets in line with SEPP C4 Net Zero Provision.	Variation justified.
Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.	2.	Where the net zero energy target cannot be accommodated on site, the proponent must provide an offset e.g. with a Power Purchase Agreement.	The proposal, as outlined in the report, will seek to include substantial energy, water, and material efficiency measures to minimise the proposal's greenhouse gas and carbon emissions, water consumption and material use. It will also procure offsets in line with SEPP C4 Net Zero Provisions.	Yes
2.13 Smart Places				

PO1 Implement multi-function poles (Smart Poles) where street poles are required that accommodate multiple functions.	1. Potential services which could be incorporated into multi-function poles include: RMS signals and signage; Street lighting; Telecommunications (such as mobile cellular network providers); Council digital infrastructure requirements (e.g. CCTV, signage, lighting); and e. Relevant sensing networks, with flexibility to enhance these in the future.	Not applicable.	N/A
	Meet the following design requirements: Placement is a minimum of 600mm from the face of kerb; Placement avoids impacts on existing and future mature street tree canopies; Co-locate with other street furniture; and Pit and pipe to each light pole is provided to enable the future upgrading to 'intelligent' lights and the installation of 'smart meter' to Council specification at each new lot.	Not applicable.	N/A
PO2 Pit and pipe infrastructure support future requirements to	1. Where developments are providing pit and pipe infrastructure, specifications in the Digital Infrastructure Technical Report: Western Parkland City are met to	Not applicable.	N/A

service smart city infrastructure.	accommodate future smart city infrastructure.			
PO3 Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource management throughout their operational lives.	1.	Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption.	The proposed project design will look to incorporate efficient water fixtures, rainwater capture and reuse systems and infrastructure for potential future recycled water connection to reduce the potable water usage of the building.	Yes
	2.	Use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).	This will be addressed at detailed design stage.	Yes
	3.	Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid.	Energy efficiency has been outlined in the ESD report and will be included in the proposal.	Yes
	4.	Demonstrate alignment to relevant NSW policy, including but not limited to the NSW Internet of Things (IoT) policy, NSW Cyber Security Policy and NSW Smart Infrastructure Policy	The employment of smart technology will be addressed at detailed design stage.	Yes
PO4 Embedding smart technologies enhances experiences in the public domain and creates liveable public open spaces.	1.	Install smart monitoring equipment, including for water quality, ambient temperature, tree canopy cover and soil moisture content, cycle, and car movements. Specific monitoring requirements for each development are provided by the consent authority.	No works are proposed within the public domain.	N/A
	2.	The following smart solutions meet Council’s system interoperability and data source requirements and are to be installed in key	No works proposed within the public domain.	N/A

locations such as open space and public domain areas.

- a. Dedicated internet/fibre connection points;
 - b. Public Wi-Fi network that provides sufficient coverage to the whole public space;
 - c. Smart lighting where key locations may be used at night-time for active uses, ensuring lighting is adequate for active and passive uses;
 - d. Security cameras at key locations to ensure coverage within the public space;
 - e. 'Smart bins' with capacity rubbish bin sensors;
 - f. 'Smart park furniture' with USB-charging capacity and potentially Wi-Fi connectivity;
 - g. Digital display screen, linked to a Council-accessible network to share key community information, data, and activities;
 - h. Weather monitoring network/devices to monitor temperature and weather within the park and have this accessible to the public; and
 - i. Wireless connectivity (e.g. Bluetooth) with free access within
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the community's parks, particularly in proximity to the basketball court/youth spaces.

2.14 Design for Safe Places

PO1 Passive surveillance is maximised	1.	Visibility and surveillance are provided in all areas of development.	Passive surveillance is maximised by ensuring that most building frontages have either occupant or visitor activity occurring on their faces, including car park areas and oriented to street frontage.	Yes
	2.	Adjoining buildings overlook public places.	As above.	Yes
	3.	Building frontages face streets and transport corridors to provide passive surveillance.	As above. The building frontages which include the building entry and offices address the street corridor.	Yes
	4.	Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed) (as indicatively shown in Figure 9).	N/A – no retail proposed.	Yes
PO2 Access and sightlines promote safe movement. Ensure pedestrian and cycleways are designed in accordance with CPTED to ensure a safe and secure environment that encourages activity, vitality and	1.	Building entrances are accessible, clearly visible, legible and allow users to see into or out of the building before entering / exiting.	All building entries and entry lobbies are intended to be designed to be accessible and accommodate visual transparency. They are oriented towards the street frontage and car park areas.	Yes
	2.	Pedestrian paths have well defined routes, clear sight lines and do not channel users into dead ends that are poorly lit or to areas with opportunities for concealment (as indicatively shown in Figure 8)	Pedestrian paths have been designed to have clear paths and sight lines that do not channel users into dead ends. Artificial lighting is also intended across the site to avoid poorly lit areas.	Yes
	3.	Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots.	No corners or poorly lit corridors are proposed.	Yes

visibility, enabling a greater level of security.	4.	If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance.	Noted and understood.	Yes
PO3 Car parking areas, pathways and other elements of transport network infrastructure are in accordance with Crime Prevention Through Environmental Design (CPTED) principles to enhance public safety by discouraging crime and antisocial behaviour.	1.	Car parking areas and structures are designed in accordance with CPTED principles.	Carparking areas have been design in accordance with CPTED principles to ensure the safety and amenity of workers and visitors can be achieved.	Yes
	2.	Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour.	As above. CCTV surveillance system will be specified in later design stages of the development if required.	Yes
	3.	Ground levels of car park structures are sleeved with active uses to support passive surveillance.	N/A - No car park structures proposed.	N/A
	4.	Ensure passive surveillance to and from the public domain for at grade car parking areas.	Building entrances allow for passive surveillance within the carparks.	Yes
	5.	Pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm.	Pedestrian access points to car parks are clearly delineated by means of architectural articulation, lighting, and material treatment. Most access points are glazed for visibility both inwards and outwards.	Yes
	6.	Facade systems (shown below) are designed to integrate safety barriers and systems while also incorporating visual transparency to facilitate passive surveillance from and to the public realm	As above.	Yes
2.16 Waste Management and Circular Economy				
PO1	1.	Submit a waste management plan to support circular economy activities that also details the quantity and type of waste	A Waste Management Plan has been prepared to identify the type of waste streams and volumes that will be generated by the proposal and how it will be managed during demolition, construction and operations. The purpose of the	Yes

Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities.	generated and how this will be managed, reused and recycled. Where possible, incorporate technologies such as vacuum extraction or on-site food processing.	WMP is to detail the waste minimisation strategies to be carried out during the several stages of the development.	
	2. Co-locate and integrate waste infrastructure on sites with multiple uses by providing a single collection point for waste and recycling.	Waste storage areas and collection points are located at one point for each lot to ensure efficiency for waste collection and management.	Yes
	3. Demonstrate that organic waste can be managed in the building through measures such as: a. Multiple options for on-site organic waste to maximise recovery (e.g. communal composting, worm farms, individual composting, dehydrators); Organics and recycling service to all households; or Energy generation from organic waste (anaerobic digestion) at lot and precinct scale	This is not applicable to the proposed industrial land uses. The proposed warehouse will dispose of organic waste in the appropriate bin.	Yes
PO2 Waste and recycling facilities promote waste separation and reduce contamination. Materials are separated	1. Collection points (including but not limited to reverse vending machines and ewaste drop-off) must be located with adequate space for servicing, ease of use and to encourage the separation of waste material. Collection points are documented in the waste management plan and are easily accessible.	Waste collection points have been appropriately sited to ensure sufficient space and manoeuvring for waste collection vehicles.	Yes

at source to achieve higher value recovery.	2.	Provide separate and enclosed storage for liquid, chemicals, and hazardous waste.	Waste will be appropriately stored to reduce health and safety issues.	Yes
	3.	Where general waste chutes are used, provide for the collection of recycling and organic waste at each level within the building.	N/A – Waste chutes are not proposed as part of this development	N/A
	4.	Consolidated organic waste drop off points are designed to minimise any potential odour and vermin risks. This includes the provision of rooms that are temperature controlled and suitably ventilated.	N/A	N/A
PO3 The location of waste management is clearly indicated for each site and neighbourhood.	1.	Provide uniform waste management design and colour coding in accordance with AS 4123 across residential and commercial developments.	N/A – Consent has been sought for industrial and logistics uses not residential and commercial.	N/A
	2.	Waste management systems and rooms are located inside buildings to support a heightened amenity and urban design outcome. Waste must not be left outside (excluding during collection) to avoid attracting animals.	Waste areas have been provided on site for each tenancy.	Yes
PO4 Waste bins are provided to a level commensurate with waste produced for	1.	Waste storage areas are designed to: Accommodate the required number and size of waste bins; Provide space for the bins to be accessed, rotated and manoeuvred for emptying;	The waste area design requirements have been assessed to provide appropriately sized bins in the adequate locations. Servicing arrangements have also been investigated to allow for the safe and efficient manoeuvring of waste collection vehicles.	Yes

each development as outlined in Council's waste and recycling service	Allow for future waste separation practices; and Account for different uses in mixed use development through the provision of separate and enclosed collection rooms for both residential and commercial uses.		
	Align building design and collection points with Council's waste and recycling services and collection fleets.	Not applicable as all commercial waste generated will be collected by private service contractor.	N/A
PO5 Implement innovative waste management storage systems that are safe, healthy, and efficient.	1. Waste storage areas are to: Be well-lit and ventilated; Include water and drainage facilities for cleaning the bins and bin storage area; Be easily and conveniently accessible for all users and collection contractors; Be located so that residents do not have to walk more than 30m for access; and Comply with Local Council Policy and contractual service provisions.	Waste storage areas are well ventilated with drainage and wash down areas to permit regular washing. The waste storage areas have been located to ensure that they can be accessed easily. In Lot 1, the waste storage area will be located within the hardstanding area to the south of the proposed warehouse close to the truck exit. In Lot 2 two waste storage areas are proposed at either end of the building. The Lot 2 waste storage areas will be located within the hardstanding area to the north of Warehouse 2 and close to each office building.	Yes
	Collection and loading points are to be: Level; Free of obstructions; Easily accessible from the nominated waste and recycling storage area;	These considerations have been employed in the design of the collection and loading points. The proposal complies with the standards and requirements to ensure safe and accessible waste operations.	Yes

		Be integrated wholly within the built form to support a heightened amenity outcome; Be accessible by heavy rigid collection vehicles to permit entry and exit of the site in a forward direction; Comply with the Building Code of Australia and Relevant Australian Standards; and Comply with Local Council Policy and contractual service provisions.		
		Provide safe and easy access to waste and resource recovery areas for residents, building managers and collection contractors.	The proposal complies with the standards and requirements to ensure safe and accessible waste operations.	Yes
		Ensure waste and recycling areas flexibly adapt to other types of waste and materials storage over time.	Noted and complied with.	Yes
		Design waste and recycling facilities to prevent litter and contamination of the stormwater drainage system.	Strategies are identified to minimise the dispersion of litter throughout the site.	Yes
PO6	1.	Waste storage and collection areas are to: Where possible, be integrated wholly within the developments built form; Not be visible from the street or public domain;	The location of waste storage and collection areas are wholly within the site and screened from view from the public domain.	Yes
Waste management storage systems minimise negative impacts on the				

streetscape, public domain, building presentation or amenity of pedestrians, occupants, and neighbouring sites.		Not adjoin private open space, windows, habitable rooms, or clothes drying areas;		
		Not be located within front setbacks; and		
		Comply with Local Council Policy and contractual service provisions.		
	2.	Collection points and systems are designed to minimise noise for occupants and neighbours during operation and collection	Noise impacts have been assessed and managed to ensure no adverse impacts to amenity will be generated.	Yes
PO7	1.	Waste and resource recovery facilities are sited to enable possible future expanded floor area.	Noted and considered in the proposed design.	Yes
Recognise waste types, generation rates and separation needs may change during the useful life of a building.	2.	Design waste and resource recovery facilities to enable installation of new, potentially larger equipment	Waste facilities and storage areas are designed to permit the need for larger equipment. The provided area is above the requirement calculation.	Yes
2.18 Earthworks and Retaining Walls				
PO1	1.	Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.	The site in its existing condition generally falls west to east with grades ranging between 1% to 5%. Bulk earthworks will be undertaken across the development footprint to achieve two suitably flat pads for large format warehousing, allow for compliant vehicular access from Martin Road and provide the required flood immunity in accordance with the DCP.	Yes
To ensure site planning considers the stability of land, its topography, geology and soils.	2.	A Geotechnical Report is to be submitted with applications proposing to change site levels.	A Geotechnical Investigation Report has been prepared.	Yes
	3.	Excavation and fill shall be adequately retained and drained in accordance with	Proposed excavation and fill have been prepared in accordance with the Western Sydney Engineering Design Guidelines. The cut / fill requirements within	Yes

	the Western Sydney Engineering Design Guidelines	the site have been defined through multiple iterations and careful consideration of the following: ▪ Responding to the natural topography of the site. ▪ Achieve two suitably flat pads for the proposed warehouses ▪ Allow for compliant vehicular access from Martin Road ▪ Provide the required flood immunity ▪ Connecting with Country Import of 36,267 m3 of clean fill material to the site will be required. All filling will be undertaken in a controlled manner to Level 1 standard with required geotechnical engineering supervision.	
PO2 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.	1. Level transitions must be managed between lots and not at the interface to the public domain.	The proposed surface grading of the site follows the existing site topography, falling from the southwest corner to the northeast corner. Retaining walls will be required along the southern, eastern, and northern boundaries of the site since existing ground levels vary at the interface with adjoining properties	Yes
	2. Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level).	The proposed finished surface levels will be set slightly lower than the existing road corridor. The rear of the ENT zone will employ retaining walls which slope down to the ENZ zone. Refer to the Civil Plans.	Yes
	3. Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. The maximum	As above, the ENT and ENZ zone interface will have retaining walls. The retaining walls have been designed in accordance with these design parameters.	Yes

		cumulative height of any retaining walls adjoining the public domain is 6.0m.		
	4.	The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped.	All walls are set back at least 2.0m from all property boundaries with suitable landscaping proposed within the 2m setback.	Yes
	5.	On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.	Noted and understood. As described above, the site in its existing condition generally falls west to east with grades ranging between 1% to 5%. The proposed surface grading of the site follows the existing site topography, and employs retaining walls at the southern, eastern and northern boundaries due to the existing varying ground levels.	Yes
	6.	Retaining wall design and materials shall complement architectural and landscape design	Retaining walls will use high quality landscape design to complement the site and architectural features.	Yes
PO3	1.	Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.	The imported fill will comply with these requirements.	Yes
To encourage reuse of fill material from within the Aerotropolis Precinct.	2.	Where possible, fill material should be sourced from within the Aerotropolis Precinct.	The imported fill will comply with these requirements.	Yes
	3.	Topsoil should be preserved on site and suitably stockpiled and covered for re-use	The imported fill will comply with these requirements.	Yes
2.19 Public Art				

PO1 High-quality public art is integrated into the design and function of the development to embellish and enliven the public domain.	1. The strategy should respond to cultural values mapping to deliver a suitable artwork for the development demonstrating that the scale of the public art provided is commensurate to the intensity of use at the site or landscape.	The project design and landscape strategy has been informed by a Cultural Overlay Framework with a particular focus on landscape architecture; wayfinding; and public art installations. Public art is proposed for consideration in multiple areas across the development, and integrated into the Landscape design through fence fabrication and art installation.	Yes
	2. For such development defined above, a minimum of 1 work of public art is provided within the publicly available and accessible spaces of the development.	As above. Publicly accessible artwork is proposed in the Central median strip of the site. The decision in relation to the type of artwork has undergone ongoing consultation and engagement with the First Nations representatives and local indigenous communities.	Yes
PO2 Public art is provided to capture and reflect the qualities and essence of place, community values and the stories of past and present cultures, places, and people.	1. Artwork is the result of collaboration with an artist to deliver a coordinated and cohesive development and public art response	As above.	Yes
	2. Public art is created in conjunction with a community consultation process to ensure alignment between public art, cultural/community values, and development.	As above.	Yes
	3. Commissioning and contract processes prioritise artworks which are: a. Created by Aboriginal artists and/or created with direct involvement and collaboration with Aboriginal communities; and/or Initiated by the local community (i.e., Unsolicited requests for public art).	As above.	Yes
	4. Public art themes provide a response to elements particular to a place.	Informed by a Cultural Overlay Framework.	Yes

PO3 Public art is easy to maintain	1.	Where art is permanent, use materials that are: a. Appropriate to the landscape/environment; b. Resistant to vandalism; c. Safe for the public; and d. Require minimal maintenance.	Proposed Public Art can comply with these requirements.	Yes
	2.	Where art is temporary, develop clear and concise agreements with artists/organisations on expectations and deaccession (the process used to permanently remove an object, artwork, or assemblage). In this case, replacement art is to be provided, so the site has art in perpetuity.	N/A – Temporary artwork is not proposed as part of this development.	N/A
	3.			
3.0 DEVELOPMENT FOR ENTERPRISE AND INDUSTRY, AND AGRIBUSINESS				
3.2 Parking and Travel Management				
PO1 To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality.	1.	On-site car parking is to be provided in accordance with Table 3.	Onsite parking has been provided in accordance with Table 3 (Car and bicycle parking rates) of the DCP.	Yes
	2.	For activities not identified in Table 3, the TfNSW' (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide.	Noted and understood.	Yes

PO2 To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles).	1.	Vehicular access and driveways widths must be swept path tested for the largest vehicle that will access a particular site e.g. 30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.	Swept path assessments have been prepared to illustrate largest heavy vehicle movements to and from the access driveways and on-site service areas. Refer to the Traffic Impact Assessment.	Yes
	2.	The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.	The development can comply with these requirements.	Yes
	3.	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.	Swept path assessments have been prepared to illustrate largest heavy vehicle movements to and from the access driveways and on-site service areas. Refer to the Traffic Impact Assessment.	Yes
	4.	Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).	Site entrances are ramped based on levels falling from Martin Road into the site concealing the parking area and to respond to the conditions of the existing site	Yes
	5.	Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	All material loading will be undertaken wholly within the Site.	Yes
	6.	All loading and unloading areas are to be: a. 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	All loading and unloading areas (hardstands) have been strategically placed to face the internal, central hardstand which is screened away from the public domain by the proposed landscaped setbacks and the built form. The hardstands are also separated from visitor and staff carparking areas.	Yes

	Located behind the building alignment of any street boundary and where visible from a public place, be provided with appropriate screening.		
	7. Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.	Permeable pavers will be used for the vehicle car park surfaces.	Yes
	Access, parking, manoeuvring and loading facilities shall be in accordance with Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 4. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments	All access, parking and loading areas have been designed in accordance with the standards and guidelines. The placement of these areas within the estate ensures suitable access arrangements can be achieved, and the safe manoeuvring of vehicles is established.	Yes
PO3 To minimise the impact of vehicle access points on the quality of the public domain and streetscape.	1. Driveways should be: Located considering 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; and For driveways with high traffic volumes, located away from major roads,	Driveways have been located along the street frontage to provide suitable traffic movement and separation between light and heavy vehicles. The potential for conflict between pedestrian and vehicle movement has been minimised through separate accessways and circulation routes.	Yes

	intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.		
PO4 To support the complementary use and benefit of public and active transport.	1. The following bicycle destination facilities for staff are to be provided: For ancillary office and retail space with a gross floor area over 2,500 sqm, at least 1 shower cubicle with ancillary change rooms; For industrial activities with a gross floor area over 4,000 sqm, at least 1 shower cubicle with ancillary change rooms; Change and shower facilities are to be located close to the bicycle storage areas; and d. Where the building is strata-titled, the facilities are to be available to all occupants	The bicycle facilities have been designed in accordance with the listed requirements. Showers and lockers are provided within change and amenity areas.	Yes
	Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle. Bicycle parking and storage should be near to the entrances and facilities closer to work spaces or other amenities	The bicycle facilities have been designed to be near entrance lobbies that connect to the office and warehouse entrances.	Yes
Car parking rates:	<u>Warehouses or distribution centres –</u> Minimum parking rate – 1 space / 300 sqm Maximum parking rate – 1 space / 100 sqm	On-site car parking has been provided in accordance with the listed parking rates.	Yes

	Ancillary office space – 1 space per 40 sqm of GFA		
Bicycle Parking rate:	1 space per 1,000 sqm of gross floor area of industrial activities (over 2000m2 gross floor area)	On-site parking has been provided in accordance with the listed rates.	Yes
3.3 Built Form			
3.3.1 Building Siting and Design			
PO1 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. To minimise the impact of buildings upon the surrounding public realm, including areas of environmental significance, landscape value and residential uses.	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.	The proposed development complies with the building heights set by the Precinct Plan. Accordingly, the buildings will be in scale with the surrounding future development once the precinct and adjoining sites are developed. The local context is characterised as a semi-rural area undergoing significant development due to proximity to Western Sydney Airport. Under the Precinct Plan, the site and surrounds will transform from lower density and less intensive land uses, buildings and structures to higher order employment-focused technology, advanced manufacturing and industry uses. The proposed warehouses are commensurate of the Precinct Plan vision, and will deliver modern warehouses with high quality landscape treatment which will create an aesthetic design sympathetic to its context.	Yes
3.3.2 Building Setbacks			
PO1 To provide a consistent streetscape design and	1. Building setbacks are to be in accordance with Table 5. Requirements:	All buildings have been designed to comply with the setback requirements. Lot 1 - Front setback: 46.85m	Yes

landscaped transition to the public realm. To enhance the visual quality of development and the urban landscape. To minimise the impact of overshadowing to adjoining buildings and open space.	Building setback: 20m	- Rear and side boundaries: 27m and 39.2m	
	Side/rear: 5m	- Adjoining ENZ: 16.6m building (plus park edge street separation)	
	Adjoining ENZ: 10m	Lot 2	
		- Front setback: 30.45m	
		- Rear and side boundaries: 10.5m and 36.4m	
		- Adjoining ENZ: 36m building (plus park edge street separation)	
	2. Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding primary arterial roads):	High quality landscape treatments are proposed within the setbacks.	Yes
	Landscaping;		
	Maintenance/rehabilitation of biodiversity corridors or areas;		
	Utility services installation;		
	Cross-overs;		
	Fire access roads;		
	Approved signage;		
	Street furniture; or		
	Drainage works.		
	Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved.	The site currently provides access via the street frontage along Martin Road, which is an arrangement to be maintained as part of the proposed design as there are no secondary street frontages.	Yes

	Setbacks to public roads may also incorporate loading dock manoeuvring areas and associated hardstand and off streetcar parking provided the minimum setbacks in Table 5 are achieved. In addition to the setback requirements in Table 5, setbacks that incorporate an off-street parking area must demonstrate 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	The setback to Martin Road includes landscaping as well as the onsite vehicular carparking to facilitate on-site operations.	Yes
	Additional setbacks may be applicable to avoid construction over easements.	N/A - No additional setback to avoid construction over easements appear to be currently applicable to the site.	N/A
	For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic.	Whilst the site is currently not a corner block, in future a riparian street is proposed to the north, which will create a corner block. As such, the proposed development has ensured the design considers clear vehicular sight lines to support traffic safety.	Yes
3.3.3 Landscape Setbacks			
PO1	1. Landscaped area is to be provided in accordance with Table 5. Note control (4) and (7) in PO1 of Section 3.6.2 allows different	The proposed development generally complies with the setback requirements. Lot 1	Minor non-compliance

To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character.	landscape setbacks to those identified in Table 5 for loading dock manoeuvring areas and on-site car parking.	- Front: 8.85m (Minor non-compliance given the changing length of setbacks across both lots) - Northern boundary is a secondary road frontage given the future riparian road along this interface: 5m of deep soil landscaping is provided within tiers of the proposed retaining wall. - Side/rear: 5m (note: southern/side boundary does not have a landscape setback along the whole interface. This is because it is the interface with Lot 2 and both Lots have the heavy vehicle manoeuvring between the buildings). - Rear/adjoining ENZ: 5m plus Park Edge Street	
	Requirements:	Lot 2	
	Fronting primary arterial and sub-arterial roads: 10m	- Front: 10.9m - Side/rear: 2.5m southern boundary (note: northern/side boundary does not have a landscape setback along the whole interface. This is because it is the interface with Lot 2 and both Lots have the heavy vehicle manoeuvring located between the buildings). - Rear/adjoining ENZ: 13.6m plus Park Edge Street	
	Secondary road frontages (corner lots): 3m Rear and side boundaries: 2.5m Adjoining ENZ: 5m		
2.	A Landscape Plan prepared by a Landscape Architect is to be submitted with all development proposals.	A Landscape Plan has been prepared for this application.	Yes
3.	Existing remnant vegetation and paddock trees shall be retained where practical within setback areas and integrated with landscaping plans.	All trees will be retained on site.	Yes
4.	Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	Large to medium canopy trees are proposed in the front setback with the interface to Martin Road.	Yes

5.	Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shade and assist with cooling.	The northern and western setbacks of each warehouse will receive adequate shading from tree planting, where shading is not already provided by shading devices.	Yes
6.	Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.	The Landscape Plan provides details of the high quality landscaped setbacks with large canopy trees and varying vegetation planting. This is further enhanced by the tree planting along warehouse boundaries and vehicular areas. In addition, the site is currently surrounded by isolated rural residences and industrial facilities. With the implementation of the identified noise management and mitigation measures provided by the Noise and Vibration Impact Assessment, the project will achieve the project noise trigger levels. The NVIA also demonstrates that the existing residences surrounding the site in the ENT zoning will progressively transition to commercial arrangement for future industrial developments. Thus, short term and temporary operational noise mitigation and management strategies are proposed.	Yes
7.	Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.	The car parking areas comply with the control provided earlier in the DCP which requires 1 per 5 car parking spaces.	Yes
8.	Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	The street frontage to Martin Road employs adequate tree planting and vegetation cover to screen the warehouses and car parking area. Similarly, the hardstand area along the property perimeter is lined by trees and vegetation to filter views.	Yes
9.	Paving, structures and wall materials should complement the architectural style of buildings.	The Landscape Plan demonstrates the selection of materials for paving, walls and other structures seeks to complement the overall built form.	Yes

3.3.4 Building and Architectural Design

PO1 To ensure buildings achieve a high level of sustainability and environmental performance.	1. Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	The warehouses are oriented to have their longest lengths north facing to take advantage of passive solar illumination. The offices and staff recreational areas are also oriented to the north to take the opportunity for both passive solar illumination & heating, and natural cross-ventilation for cooling.	Yes
	2. Development proposals shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: Building and window orientation; Window size and glass type; Insulation; Natural ventilation and light with generous, all weather openings; Utilise extensive roof areas for energy and water collection; Air flow, ventilation and building morphology to support cooling; and Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.	The proposal employs the identified sustainability measures within the ESD report. This includes but not limited to: ▪ Passive design and energy efficiency – Light coloured roof – Shading devices – High performance glazing – Solar PV systems ▪ Materials – Disclosure of embodied emissions – Recycling and reuse – Use of local materials ▪ Reduce Water Consumption – Employ native plant species – Use of rainwater tanks – Install water efficient fixtures ▪ Construction – Sustainable construction practices ▪ Emissions and waste – Employ stormwater and WSUD features – Separate waste streams – Minimise construction waste to landfill	Yes

		- Climate change adaptation - Employ rainwater tank - Use light coloured materials		
PO2	1.	Buildings shall be oriented so building frontage is parallel with the primary street frontage.	Buildings have been oriented to have their building/office frontages address Martin Road.	Yes
To ensure new development contributes to a visually cohesive urban environment and responds to the adjacent scale and character of the area	2.	Building design should minimise overshadowing within the site and on adjoining buildings.	The scale and height of the buildings are kept at minimum clearance heights to minimise their bulk and scale as well as their overshadowing within the site and on future adjoining buildings. Shadow diagrams have been prepared to demonstrate no adverse shadowing impacts.	Yes
PO3	1.	External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.	The external finishes proposed have a mix of materials and colours including but not limited to metal sheeting, colorbond steel, and metal cladding. Feature finishes and colours such as window shading fins reference complementary colours. The materials will ensure a low reflectivity to minimise reflection and glare.	Yes
To encourage innovation and a high standard of architectural design, utilising quality materials and finishes.	2.	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.	The proposed design considers premium finishes and textures which complement the streetscape and surrounding public domain. Visual interest is provided at the eastern and western façade through the façade articulation.	Yes
	3.	Large expanses of wall or building mass should be relieved using articulation, variation in construction materials, fenestration or alternative architectural enhancements.	The proposed design considers the usage of various architectural features, details, materials and composition of volumes to allow for variation in the building façade noting the building typology and functional requirements do not allow for significant variation.	Yes

4.	Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	Entries to buildings are highlighted by architectural features such as materiality and colours, façade articulation, addition of glazed sections, and other features that make them visually discernible but also consistent with the overall design of the building.	Yes
5.	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.	The proposed development has been designed with consideration of this. Plant zones and mechanical equipment are appropriately screened from public view.	Yes
6.	The design of the main office and administration components shall: a. Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition; Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and Incorporate the principles of Universal Design	The design of the main offices of the buildings are integrated into the warehouse volumes and are strategically located in areas that face Martin Road, allow for passive solar design and ventilation opportunities and connect vertically to carparks and entry lobbies.	Yes
	Roof forms should help to visually articulate the use within the building. This may include transitions between foyer, office and larger warehouse uses.	Roof forms have been designed to be integrated with the warehouse building mass, but be visually discernible through material articulation and volume breakup. The office component steps down in height from the warehouse building to highlight the transition in uses.	Yes
	Roof design must provide natural illumination to the interior of the building	Warehouse roofs incorporate translucent sheeting sections to allow for natural daylight into the spaces.	Yes

3.3.5 Communal Outdoor Areas

PO1 To contribute to amenity for employees.	1.	Each building shall be provided with at least 1 communal outdoor 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.	Each office has been designed with an outdoor area for staff at ground level.	Yes
	2.	In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	Communal areas have been located in areas that allow opportunity for good solar access and integration with surrounding landscaping features. They are adjacent to the office spaces as to be separated from warehouse operations.	Yes
	3.	Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water commensurate with the scale of the development, activities, and anticipated number of workers.	The open space areas have been designed and located to provide quality outdoor spaces and destinations for workers and visitors. It provides a shaded seating area, with additional seating within a landscaped amenity area. The Landscape Plans demonstrate seating, gardens and planting, shading and other amenities will be provided within outdoor amenity areas to ensure they are attractive, safe and accessible.	Yes
	4.	Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.	All communal areas are intended to be flat with landscaping to delineate the communal spaces.	Yes
	5.	Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21 June.	The communal areas will receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21st of June, as demonstrated in the shadow diagrams within the Architectural set.	Yes
	6.	Outdoor communal areas shall immediately adjoin a staffroom/lunchroom with kitchen facilities. Where this is not possible, the	All outdoor communal areas adjoin a staffroom/lunchroom with kitchen facilities.	Yes

outdoor communal area is to be provided with a suitably designed weatherproof outdoor kitchen for the use of staff.

3.4 Signage

POI To permit the adequate display of information concerning the identification of premises, the name of the occupier, and the activity conducted on the land.	1. 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.	No pylon signage is proposed. Tenant wall signage (Business Identification signage) will be located on the western façade of Warehouse 1 and the western façade of its associated office building. A signage area is proposed on one of the office buildings proposed in lot 2. It is anticipated that further signage will be installed across the site to support wayfinding and future tenant's requirements. The proposed dimensions are 1000 x 2500mm. The detailed signage for Lot 2 will be subject to a future Development Application.	Yes
	2. Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	Noted and complied with.	Yes
	3. Sky signs and roof signs that project vertically above the roof of a building are not permitted.	No sky signs or roof signs are proposed in the development.	Yes
	4. In the case of multiple occupancy of a building or site: Each development should have at least one 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	Wayfinding and tenant signage will be provided and designed accordance to this control.	Yes

	Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.			
PO2	1.	Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level.	No signage is located above 15m.	Yes
To minimise the visual impact of signage. To prevent distraction to motorists and minimise the potential for traffic conflicts.	2.	Signs should 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.	Signage proposed in the development has been designed accordance to this. A sign is proposed at the top portion of the warehouse façade, which is above the office building. This is commensurate of the proposed scale and architectural style of the development and is deemed appropriate.	Yes
	3.	Signs are to be contained fully within the confines of the wall or awning to which they are mounted.	Signage proposed in the development has been designed accordance to this.	Yes
	4.	Illuminated signs are not to detract from the architecture of the building during daylight.	Illuminated signs are not proposed.	Yes
	5.	Illumination (including cabling) of signs is to be either: a. Concealed; Integral with the sign; Provided by means of carefully designed and located remote or spot lighting.	Illuminated signs are not proposed.	Yes
	6.	A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the	Illuminated signs are not proposed.	Yes

		amenity of residential buildings or the environment.		
	7.	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.	No up-lighting is proposed in the development.	Yes
	8.	A maximum of one illuminated sign is permitted on each elevation of each building.	Illuminated signs are not proposed.	Yes
	9.	Illuminated signage shall be oriented away from residential receivers	Illuminated signs are not proposed.	Yes
3.5 Lighting				
PO1 To provide adequate external security lighting for employment activities, whilst minimising adverse impacts on adjoining premises and surrounding rural-residential areas.	1.	Lighting details shall be provided as part of development proposals.	An indicative lighting layout has been provided as part of the development which describes the various lighting types to be utilized and their locations.	Yes
	2.	Lighting is to be designed or directed to not cause light spill onto adjoining sites, sensitive receivers or impact Airport operations.	This has been considered as part of the lighting design. No impacts on amenity will result from the proposed lighting design.	Yes
PO2 To encourage energy efficient lighting.	1.	Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy	This has been considered as part of the lighting design.	Yes

sources and the use of sensor lighting, both internally and externally, is encouraged.

3.6 Fencing

PO1 To ensure that the design and location of fencing is integrated within the development and is suitable for its purpose and setting.	1.	Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	Fences proposed in the development are all an "open style", comprising of palisade fencing.	Yes
	2.	Palisade fencing is encouraged.	Palisade fences are proposed.	Yes
	3.	Solid fences above 1 metre in height are not permitted along street frontages.	No solid fences are proposed in the development.	Yes
PO2 To ensure that the security needs of the development are satisfied in a manner which complements the surrounding landscape design and streetscape quality.	1.	No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.	Palisade fencing is proposed at the front streetscape boundary.	Yes
	2.	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. The design of the landscape setback should consider site security management.	Security fences of 2.1m height are proposed within landscape strips where they face Martin Road.	Yes
3.7 Noise and Amenity				
PO1 To ensure noise and vibration do not	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	The NVIA has assessed the proposed development and future operations for potential noise emissions. Appropriate management and mitigation measures are proposed to ensure compliance with the identified Act.	Yes

adversely impact human health and amenity. To ensure building design adequately protects workers and surrounding receivers from noise and vibration.		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).	The NVIA has been prepared in accordance with the NPfI (2017) and NSW RNP (2011).	Yes
	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.	An NVIA has been prepared by a suitably qualified acoustic consultant, to assess the potential noise impacts from construction and operation of the development. It also identifies relevant mitigation measures following their assessment.	Yes
	4.	Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.	The Proposal project team undertook consultation with DPHI on 15 February 2024, to seek guidance on the appropriate noise goals for individual developments. The NVIA recommends mitigation and management measures to be implemented to minimise cumulative impacts. They are identified within the NVIA Report.	Yes
	5.	The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential	The NVIA demonstrates compliance to achieve the project noise trigger levels at the existing rural residences in Kemps Creek	Yes

development and educational establishments.

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| 6. | Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography. | In addition to a range of mitigation measures proposed as part of the proposed design, a noise wall has been specified on the Eastern portion of the site to mitigate breakout from the Proposal. | Yes |
| 7. | Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas. | Boundary fencing is integrated into the landscape design to act as a noise buffer. | Yes |
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