

## 2 General Controls

2.1 Recognise Country			
2.1.2 Engagement Requirements			
Performance Outcome	Benchmark Solution	Assessment	Consistent
<p><b>PO1</b> 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, waterways and native vegetation.</p>	<ol style="list-style-type: none"> <li>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:               <ol style="list-style-type: none"> <li>cultural values and heritage significance, particularly within moderate to high areas of Aboriginal heritage sensitivity;</li> <li>significant cultural landscape elements, as they relate to cultural values; and</li> <li>significant waterways or bodies and areas of surrounding riparian vegetation as they relate to cultural values.</li> </ol> </li> <li>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.</li> <li>Development is to respect and respond to:               <ol style="list-style-type: none"> <li>Identified significant sites, places, views, traditional movement corridors and narratives of Country;</li> <li>Identified significant sites, places, views, traditional movement corridors and narratives of Country;</li> <li>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 and corridors through the siting of buildings; and</li> <li>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.</li> </ol> </li> <li>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.</li> </ol>	<p>Significant and ongoing consultation with First Nations peoples has been undertaken as part of the development of the concept plan. This consultation has been facilitated by project consultants Yerrabingin and has included design workshops and walks on Country with Dharug Traditional Custodians.</p> <p>Yerrabingin has developed a Connection to Country Framework (refer to Appendix H) and has collaborated closely with project architects SBA Architects and landscape architects Site Image. This collaboration has ensured that elements of Country have driven the spatial, functional, and material design of the external spaces, embedding cultural values into the landscape design.</p> <p>The landscape is reflected in the architecture proposed by SBA. The façade of the proposed development interprets the topography, while the colours used are inspired by the broader context. The materials are soft, blend into the surrounding environment, and are sustainable.</p> <p>The proposed landscape elements, including communal open spaces, Water Sensitive Urban Design (WSUD) components, and circulation and breakout spaces, are all informed by and responsive to Country. These elements are designed to reflect and respect the interconnected relationships inherent in the cultural landscape, ensuring that each component supports and enhances the others throughout the design and implementation process. For further details, refer to the Landscape Report in <b>Appendix I</b>.</p>	Yes
<p><b>PO2</b> Parks and public open space provide spaces for outdoor cultural practice, learning and play to support connection to culture and Country.</p>	<ol style="list-style-type: none"> <li>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 Aboriginal and Torres Strait Islander community).</li> </ol>	<p>Driven by the Open Sky principle, the creation of large open spaces have been developed respecting this. More than just a symbolic homage to this principle, these open spaces shall be used by staff and visitors as a way to withdraw from the built form and are to be surrounded by mounds of landscape protecting the space from traffic, while providing a strong sense of unencumbered openness – giving strong connection to Sky Country.</p> <p>Further to this, these open spaces shall provide a good spatial format for community events, such as NAIDOC week events and other auspicious cultural activities. Another overlay of potential education opportunities through plaques/ QR codes to inform and ingrain Country to users will be considered. The surrounding paths can tell the stories of journeys and song, further ingraining Deep Country.</p>	Yes
<p><b>PO3</b> Development is guided and informed by Aboriginal people and their cultural knowledge and practice of caring for Country.</p>	<ol style="list-style-type: none"> <li>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).</li> <li>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.</li> <li>Development proposals must outline how cultural knowledge has been integrated into environmental assessment and management strategies, and should consider</li> </ol>	<p>The proposed development has been guided by the Dharug Traditional Custodians, facilitated by Yerrabingin through RAP workshops for the overall Burra Park site. Before the landscape design process began, the project team had the privilege of participating in a 'Walk Country' session with Dharug Traditional Custodians. From this session and existing relationships, Yerrabingin has distilled the learnings into Elements of Country, which have been embedded in and have driven the spatial, functional, and material design of the external spaces.</p> <p>For more details, refer to the Connecting with Country Community Engagement Report in Appendix H.</p>	Yes

	opportunities for ongoing land management and enterprise and economic development.		
<b>PO4</b> Aboriginal culture is celebrated and embedded within building design.	<ol style="list-style-type: none"> <li>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.</li> <li>2. 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.</li> </ol>	<p>During the initial stages of the design process, extensive research was conducted to ensure the proposed development aligns with First Nation principles of Country. The proposed design incorporated a dynamic facade with an organic pattern and subtle finishes, aiming to blend with and reflect the surrounding landscape.</p> <p>Yerrabingin has confirmed that the design principles are well-conceived and effectively integrated, noting how the precedents elegantly demonstrate the building's ability to harmonize with the natural environment. The office concept diagrams are particularly commendable, as they illustrate the thoughtful integration of these principles, including the provision of ample natural light into office spaces.</p> <p>For further details, please refer to Part 3 of the Urban Design Report (Appendix K).</p>	Yes
<b>PO5</b> 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.	<ol style="list-style-type: none"> <li>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).</li> <li>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).</li> </ol>	As detailed in the Landscape Report (Appendix I) and Urban Design Report (Appendix K), opportunities have been created to allow for communal open spaces and cultural events and practices, such as NAIDOC week events and other auspicious cultural activities, adequately meeting the needs of the community.	Yes
<b>PO6</b> Cultural narratives are embedded in public art.	<ol style="list-style-type: none"> <li>1. Public art should respond to culture and Country, particularly within identified areas of significant Aboriginal heritage and value.</li> <li>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: <ol style="list-style-type: none"> <li>a. Provide input into the preparation of the public art brief, and</li> <li>b. Contribute to the design of the public art.</li> </ol> </li> </ol>	Public art has been highlighted as an opportunity in the overall Burrah Park as part of the concept plan of the project.	Yes
<b>PO7</b> Place names incorporate local Aboriginal language to enhance and strengthen the cultural connection to place.	<ol style="list-style-type: none"> <li>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 Dual Naming – Supporting Cultural Recognition factsheet.</li> <li>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.</li> <li>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).</li> <li>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.</li> </ol>	There is potential for the site to use local Aboriginal language. Use of language within the site needs to be workshopped with Dharug Elders to determine appropriate use and placement across the site.	Yes
<b>PO8</b> Wayfinding signage incorporates Aboriginal language, knowledge and art to enhance and strengthen the cultural connection to place.	<ol style="list-style-type: none"> <li>1. Wayfinding signage for development proposals is to be informed by cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate).</li> <li>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.</li> <li>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.</li> </ol>	The proposed way-finding signage can potentially incorporate local Aboriginal language.	Yes
<b>2.2 Heritage</b>			
<b>2.2.1 Aboriginal Cultural Heritage</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> 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.	<ol style="list-style-type: none"> <li>1. New development is appropriately sited to ensure that the curtilage or setting of the Aboriginal item or place of cultural value is retained.</li> <li>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.</li> </ol>	As no Aboriginal heritage constraints have been identified within the DHL warehouse study area and given that bulk earthworks will be conducted under the concept plan, specific management of Aboriginal heritage is not required for this project.	Yes

Development is to consider visual and physical connections between items and places.			
<b>PO2.</b> Heritage items and landscapes shall provide for long-term conservation outcomes	<ol style="list-style-type: none"> <li>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 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.</li> <li>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.</li> </ol>	The Statement of Heritage Impact prepared by Baker Archaeology in 2024 remains relevant to this proposal. The Heritage Impact report provides mitigation measures including heritage interpretation and maintaining archival photographic records of the McMaster Field Station.	Yes
<b>PO3</b> 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.	<ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>a. Unexpected finds procedure;</li> <li>b. Monitoring during works; or</li> <li>c. Formal salvage excavation.</li> </ol> </li> </ol>	The previously prepared Aboriginal Cultural Heritage Assessment Report (ACHAR) by Baker Archaeology remains relevant for this proposal. The relevant mitigation measures and strategies as contained within the previously prepared ACHAR will be incorporated on site to ensure conservation of Aboriginal objects where possible.	Yes
<b>2.2.2 Non-Aboriginal and European Heritage</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Inappropriate or unsympathetic alterations and additions of heritage items are removed, and significant missing details and building elements are reinstated.	<ol style="list-style-type: none"> <li>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. 2. Any unsympathetic or inappropriate previous alterations or additions are removed.</li> </ol>	The site does not contain any local or state listed heritage items.	Yes
<b>PO2</b> The impact of new development adjacent to or within the vicinity of a heritage item is minimised.	<ol style="list-style-type: none"> <li>1. Development in the vicinity of a heritage item minimises the impact on the setting of the item by: <ol style="list-style-type: none"> <li>a. Providing an adequate area around the building to allow interpretation of the heritage item;</li> <li>b. Retaining original or significant landscaping (including plantings with direct links or association with the heritage item);</li> <li>c. Protecting and allowing the interpretation of archaeological features; and d. Retaining and respecting significant views to and from the heritage item.</li> </ol> </li> <li>2. 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.</li> <li>3. 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.</li> <li>4. 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.</li> </ol>	The site does not contain any local or state listed heritage items.	Yes
<b>PO3</b> 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	<ol style="list-style-type: none"> <li>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.</li> <li>2. Any significant historical pattern of subdivision and lot sizes is to be retained.</li> <li>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.</li> </ol>	The site does not contain any local or state listed heritage items.	Yes
<b>PO4</b> Archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	<ol style="list-style-type: none"> <li>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.</li> </ol>	The site does not contain any local or state listed heritage items.	Yes
<b>2.3 Stormwater, Water Sensitive Urban Design and Integrated Water Management</b>			
<b>2.3.1 Waterway Health and Riparian Corridors</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Development retains and restores native vegetation and riparian corridors	<ol style="list-style-type: none"> <li>1. Development maintains and protects waterways in accordance with the following guidelines: <ol style="list-style-type: none"> <li>a. 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.</li> <li>b. 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.</li> </ol> </li> </ol>	<p>The site is strategically situated at a distance from Cosgroves Creek and its tributaries, thereby minimizing any potential impact on the riparian corridor.</p> <p>The selection of plant species is crucial in honouring the Element of Non-Human Kin, underscoring the significance of thoughtful plant selection and landscape design in the creation or rehabilitation of Country.</p> <p>The proposed planting of 481 new trees will significantly enhance tree canopy coverage, providing essential shade over hardstand areas.</p>	Yes

	<p>c. 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.</p> <p>d. Where a development is associated with, or will affect, a waterway of Strahler Order</p> <p>2. 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.</p> <p>3. Weeds from creeks, streams and riparian areas are removed and replaced with appropriate native planting.</p> <p>4. Locate stormwater infrastructure including pipelines and detention basins wholly on certified-urban capable land consistent with the Plan's biodiversity consistent with the Plan's biodiversity certification approvals. Stormwater infrastructure is not to be located within land identified as avoided or land managed as a reserve.</p>		
<b>PO2</b> Protect key aquatic habitat where it occurs.	<p>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.</p> <p>2. Aquatic fauna habitat is rehabilitated in streams of Strahler Order 2 and higher.</p> <p>3. Existing habitat, such as fallen debris, is retained in streams of Strahler Order 2 and higher.</p>	As outlined in the Biodiversity Assessment Report (BAR) (Appendix O), there is one dam situated within the impact area. The assessment determined that there are no significant wetlands or key fish habitats mapped within this area. Additionally, no native vegetation was identified in relation to the dam. However, it is noted that some aquatic fauna may be present within the farm dam located within the site boundary. To prevent harm to these aquatic species, mitigation measures during dam dewatering are provided in Section 5 of Appendix O. Consequently, with the implementation of these mitigation measures, the existing dam is deemed suitable for dewatering.	Yes
<b>PO3</b> Development provides increased connectedness to high quality passive open space and the blue-green grid.	<p>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.</p>	The proposed development incorporates high-quality passive open spaces, including communal areas, circulation zones, and breakout spaces, as detailed in Appendix B. Connectivity between open spaces and riparian areas will be explored further through the concept plan. Additionally, the proposal ensures that water quality is maintained in accordance with the standards outlined in the Civil Infrastructure Report (Appendix JJ).	Yes
<b>PO4.</b> Riparian streets shown on the Aerotropolis Precinct Plan are delivered as part of subdivision and civil works and riparian corridors are integrated with the public domain and active transport connections.	<p>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.</p> <p>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.</p> <p>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).</p> <p>4. Despite any other provision of this DCP, for lots in the Mixed Use zone with development that includes active ground floor uses:</p> <p>a. If fronting a riparian corridor or street, development may have a zero lot setback to the boundary fronting the riparian corridor or street; or</p> <p>b. If there is no street between the riparian corridor, the lot may encroach into the outer 50% of the riparian corridor. Buildings and hard surfaces on the lot must be outside the riparian corridor.</p> <p>5. 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.</p> <p>6. 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).</p> <p>7. 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.</p> <p><i>Note 1: All street cross-sections show the minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.</i></p>	N/A – this will be considered in the overall the concept plan (SSD18406916).	N/A

Note 2: Further guidance on the width of the riparian element of riparian streets, including the identification of the Strahler order of all riparian streets, is contained in Appendix C.

**2.3.2 Stormwater Management and Water Sensitive Urban Design**

Performance Outcome	Benchmark Solution	Assessment	Consistent																				
<p><b>PO1</b> 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.</p>	<p>1. Compliance with the water quality targets below are satisfied where development applications demonstrate:</p> <ul style="list-style-type: none"> <li>a. 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</li> <li>b. The requirements of PO4 in Section 2.3.2 are met.</li> </ul> <p>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. Interim stormwater management measures are to be designed to achieve the stormwater quality targets listed in the table below:  <i>Note: A proponent may opt to undertake works-in-kind to deliver the regional stormwater system in accordance with the Stormwater Management Authority's requirements.</i></p> <table border="1" data-bbox="670 772 1486 1675"> <thead> <tr> <th>Parameter</th> <th>Stormwater Quality Target – Operational Phase</th> </tr> </thead> <tbody> <tr> <td colspan="2"><b>Option 1: Annual Load Reduction</b></td> </tr> <tr> <td>Gross Pollutants (anthropogenic litter &gt;5mm and coarse sediment &gt;1mm)</td> <td>90%</td> </tr> <tr> <td>Total Suspended Solids (TSS)</td> <td>90%</td> </tr> <tr> <td>Total Phosphorus (TP)</td> <td>80%</td> </tr> <tr> <td>Total Nitrogen (TN)</td> <td>65%</td> </tr> <tr> <td colspan="2"><b>Option 2: Allowable Loads</b></td> </tr> <tr> <td>Gross Pollutants (anthropogenic litter &gt;5mm and coarse sediment &gt;1mm)</td> <td>&lt; 16 kg/ha/y</td> </tr> <tr> <td>Total Suspended Solids (TSS)</td> <td>&lt; 80 kg/ha/y</td> </tr> <tr> <td>Text Total Phosphorus (TP)</td> <td>&lt; 0.3 kg/ha/y</td> </tr> </tbody> </table>	Parameter	Stormwater Quality Target – Operational Phase	<b>Option 1: Annual Load Reduction</b>		Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)	90%	Total Suspended Solids (TSS)	90%	Total Phosphorus (TP)	80%	Total Nitrogen (TN)	65%	<b>Option 2: Allowable Loads</b>		Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)	< 16 kg/ha/y	Total Suspended Solids (TSS)	< 80 kg/ha/y	Text Total Phosphorus (TP)	< 0.3 kg/ha/y	<p>The development demonstrates compliance with the construction stormwater quality targets as outlined in the Civil Infrastructure Report (Appendix JJ and the Civil Infrastructure Plans (Appendix J).</p>	<p>Yes</p>
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<p><b>PO2</b> Development applications must demonstrate compliance with the stormwater flow targets at all times through interim stormwater management measures incorporated within the development, or by connection to the regional stormwater system once operational.</p>	<p>1. Compliance with the stormwater flow targets below are satisfied where development applications demonstrate:</p> <ul style="list-style-type: none"> <li>a. 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</li> <li>b. The requirements of PO4 Section 2.3.2 are met.</li> </ul> <p>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</p>	<p>The development demonstrates compliance with the stormwater flow targets as outlined in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).</p>	<p>Yes</p>																				

	<p>included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. Interim stormwater management measures to be designed to achieve the following stormwater flow targets:</p> <table border="1" data-bbox="670 302 1540 1062"> <thead> <tr> <th>Parameter</th> <th>Stormwater Flow Target – Operational Phase</th> </tr> </thead> <tbody> <tr> <td colspan="2"><b>Option 1: Mean Annual Runoff</b></td> </tr> <tr> <td>Mean Annual Runoff Volume (MARV)</td> <td>≤ 2 ML/ha/year at the point of discharge to the local waterway</td> </tr> <tr> <td>90%ile flow</td> <td>1,000 to 5,000 L/ha/day at the point of discharge to the local waterway</td> </tr> <tr> <td>50%ile flow</td> <td>5 to 100 L/ha/day at the point of discharge to the local waterway</td> </tr> <tr> <td>10%ile flow</td> <td>0 L/ha/day at the point of discharge to the local waterway</td> </tr> <tr> <td colspan="2"><b>Option 2: Flow Duration Curve Approach</b></td> </tr> <tr> <td>95%ile flow</td> <td>3,000 to 15,000 L/ha/day at the point of discharge to the local waterway</td> </tr> <tr> <td>90%ile flow</td> <td>1,000 to 5,000 L/ha/day at the point of discharge to the local waterway</td> </tr> <tr> <td>75%ile flow</td> <td>100 to 1,000 L/ha/day at the point of discharge to the local waterway</td> </tr> <tr> <td>50%ile flow</td> <td>5 to 100 L/ha/day at the point of discharge to the local waterway</td> </tr> <tr> <td>Cease to flow</td> <td>Cease to flow to be between 10% to 30% of the time</td> </tr> </tbody> </table>	Parameter	Stormwater Flow Target – Operational Phase	<b>Option 1: Mean Annual Runoff</b>		Mean Annual Runoff Volume (MARV)	≤ 2 ML/ha/year at the point of discharge to the local waterway	90%ile flow	1,000 to 5,000 L/ha/day at the point of discharge to the local waterway	50%ile flow	5 to 100 L/ha/day at the point of discharge to the local waterway	10%ile flow	0 L/ha/day at the point of discharge to the local waterway	<b>Option 2: Flow Duration Curve Approach</b>		95%ile flow	3,000 to 15,000 L/ha/day at the point of discharge to the local waterway	90%ile flow	1,000 to 5,000 L/ha/day at the point of discharge to the local waterway	75%ile flow	100 to 1,000 L/ha/day at the point of discharge to the local waterway	50%ile flow	5 to 100 L/ha/day at the point of discharge to the local waterway	Cease to flow	Cease to flow to be between 10% to 30% of the time		
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10%ile flow	0 L/ha/day at the point of discharge to the local waterway																										
<b>Option 2: Flow Duration Curve Approach</b>																											
95%ile flow	3,000 to 15,000 L/ha/day at the point of discharge to the local waterway																										
90%ile flow	1,000 to 5,000 L/ha/day at the point of discharge to the local waterway																										
75%ile flow	100 to 1,000 L/ha/day at the point of discharge to the local waterway																										
50%ile flow	5 to 100 L/ha/day at the point of discharge to the local waterway																										
Cease to flow	Cease to flow to be between 10% to 30% of the time																										
<p><b>PO3</b> Development applications must include a Water Management Strategy (WMS)</p>	<p>1. The WMS is to provide details of:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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).</li> </ol>	<p>The reinforcement of hydrology and its interconnected nature has brought rise the inclusion of significant water devices such as the water management and revegetation zone to the south of the warehouse 1 and 2. This approach complies with the water quality and flow objectives and targets consistent with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets. See Section 6.1.6 of the EIS.</p> <p>A series of stormwater quantity and quality control measures are proposed to be adopted to satisfy the stormwater management strategy objectives for the proposal. It is noted that an estate-based design approach has been adopted in the design of stormwater quantity and quality measures whereby the various components are designed to complement and compensate between the individual lots and the overall estate to achieve the stormwater management strategy objectives. See the Civil Infrastructure Report (Appendix JJ) for more detail.</p>	<p>Yes</p>																								
<p><b>PO4</b> The regional stormwater system includes requirements for on lot as well as streetscape measures to ensure the Targets in PO1 and PO2 are met.</p>	<p>1. Development includes the following stormwater management measures within each lot created by the development:</p> <ol style="list-style-type: none"> <li>Minimum pervious areas to meet the requirements of PO8.</li> <li>Gross pollutant traps (GPTs) designed in accordance the Regional Stormwater Authority technical guidance.</li> <li>Passively irrigated street trees are provided in accordance with the provisions of clause 2.4.5 of this DCP.</li> </ol>	<p>N/A – this will be considered in the overall the Burrah Park (SSD-70316465).</p>	<p>N/A</p>																								
<p><b>PO6</b> Development must not increase existing urban salinity or result in increased salt loads in waterways, wetlands, drainage line or soils</p>	<ol style="list-style-type: none"> <li>A salinity and or sodicity hazard assessment is required to ensure no impacts to both the waterways and built infrastructure.</li> <li>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).</li> </ol>	<p>Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).</p>	<p>Yes</p>																								
<p><b>PO7</b> Drainage is designed to safely convey overland flows</p>	<ol style="list-style-type: none"> <li>Designs shall ensure that flows are safely conveyed to avoid unsafe conditions for pedestrians and vehicles and to meet the requirements of Australian Rainfall &amp; Runoff Guidelines 2019.</li> <li>Trunk drainage capable of conveying 1% AEP flow shall be designed as naturalised channels connecting to the existing stream system.</li> </ol>	<p>Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J). The development has been designed to safely convey overland flows.</p>	<p>Yes</p>																								

	<p>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.</p> <p>4. Naturalised trunk drainage channels will commence when 15 ha of catchment contribute runoff flows.</p>		
<p><b>PO8</b> Lots achieve minimum perviousness to meet stormwater drainage manager requirements and green and cooling objectives</p>	<p>1. Development is to demonstrate that the perviousness rates identified below are achieved.</p> <p>Development in the Mixed Use Zone:</p> <ul style="list-style-type: none"> <li>i. Mixed Use Centre (over 2:1 FSR) – 30%</li> <li>ii. Mixed Use Centre (up to 2:1 FSR) – 35%</li> </ul> <p>Development in the Enterprise and Agribusiness Zone:</p> <ul style="list-style-type: none"> <li>iii. Employment – business, commercial, light industrial (three storeys and above) – 30%</li> <li>iv. Employment – Large format industrial and light industrial (up to two storeys) – 15%</li> </ul> <p><i>Note 1: If there is more than 1 building on a lot, the number of storeys for the purposes of this clause must be determined in accordance with the Business Zone Design Guide dated December 2021 and published on the NSW planning portal (see Figure 4).</i></p> <p><i>Note 2: Where an application includes the delivery of streets, streets are to be included in the pervious surface area calculations.</i></p> <p>2. The site area pervious requirement is to be calculated in accordance with the following index:</p> <ul style="list-style-type: none"> <li>• Deep soil (one metre or more in depth, connected subsoil) – 100%</li> <li>• Shallow soil (less than one metre in depth, not connected to subsoil) – 75%</li> <li>• Permeable pavement – 50% Hardstand – 0%</li> </ul> <p><i>Note: as an example of application of the above ratios:</i></p> <ul style="list-style-type: none"> <li>i. Site area (comprising development lots and streets) is 1,000 square metres in a large format industrial area (up to 2 storeys)</li> <li>ii. 150 square metres of pervious area would be required if it is 100% deep soil</li> <li>iii. 300 square metres of pervious area would be required if it is 100% permeable pavement</li> </ul> <p><i>areas of deep soil, shallow soil and permeable pavement can be used in combination to achieve the equivalent required pervious area.</i></p>	<p>The proposed DHL SSDA 2 has been developed to meet the perviousness requirement of 15% and will provide landscape 18.01% deep soil on the site.</p>	<p>Yes</p>
<p><b>2.3.3 Management and access to Regional Stormwater Infrastructure and Waterways</b></p>			
<p><b>Performance Outcome</b></p>	<p><b>Benchmark Solution</b></p>	<p><b>Assessment</b></p>	<p><b>Consistent</b></p>
<p><b>P01</b> Regional infrastructure Stormwater assets (including land and infrastructure) are managed and maintained by the stormwater drainage manager.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>a. Provide an allocation of sufficient, suitably located land area to allow for stormwater assets in agreement with the stormwater drainage manager.</li> <li>b. 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.</li> <li>c. All costs associated with the value of land and easement creation are to be borne by the developer.</li> </ul>	<p>N/A – this will be considered in the overall Burrah Park Concept Plan (SSD-70316465).</p>	<p>N/A</p>
<p><b>P02</b> Development provides management access to the stormwater drainage manager.</p>	<p>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 for the stormwater drainage manager to undertake required revegetation, management, and maintenance works.</p> <p>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.</p> <p><i>Note: The stormwater drainage manager will only be responsible for undertaking defined waterway, stormwater, and riparian zone management activities on this land.</i></p>	<p>Addressed in Civil Infrastructure Report (Appendix JJ).</p>	<p>Yes</p>

<b>2.4 Vegetation and Biodiversity</b>					
<b>2.4.1 Deep Soil and Tree Canopy</b>					
<b>Performance Outcome</b>		<b>Benchmark Solution</b>		<b>Assessment</b>	<b>Consistent</b>
<p><b>PO1.</b> Consolidate areas of deep soil and tree canopy and provide minimum dimensions which allow for sufficient tree planting.</p>		<ol style="list-style-type: none"> <li>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.</li> <li>2. Deep soil areas are to be a minimum 3m by 3m in dimension.</li> <li>3. Consolidate deep soil areas by establishing them right up to abutting boundary walls and fence lines.</li> <li>4. Consolidate deep soil in setback areas and locate with adjoining deep soil areas in adjoining properties.</li> <li>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.</li> <li>6. Deep soil planting areas are to be de-compacted before planting with no services to be installed within these zones.</li> </ol>		<p>The first of two (2) SSDAs proposed by DHL will target 16% of tree canopy coverage and deep soil of 15% of the site area. The proposed Stage 2 proposes the following (Appendix I):</p> <ul style="list-style-type: none"> <li>• Tree canopy of 16%</li> <li>• Deep soil area of 18%</li> <li>• Note Stage 1 and Stage 2 have a combined tree canopy of over 25%.</li> </ul>	Yes
<b>Table 2 Tree Canopy, Deep Soil and Tree Planting Requirements</b>				<p>The provision of 459 new trees on site provides 16.56% tree canopy coverage which contributes to the overall concept plan tree canopy target of 15% (On-Lot) and 60% (Open space). The proposed stage 1 and stage 2 will have a combined tree canopy of over 25%.</p>	
<b>Recommended Guidance</b>	<b>Minimum tree Canopy Target (% of site area)</b>	<b>Minimum deep soil (% of site area)</b>	<b>Minimum Tree Planting Rates*</b>		
<b>Attached dwellings – separate lots (or appearance of), separate driveway/parking, all dwellings face a public road.</b>					
Less than 150m <sup>2</sup>	15%	15%	At least one small tree is to be planted in the deep soil area.		
150m <sup>2</sup> – 300 m <sup>2</sup>	20%	20%	For every 200m <sup>2</sup> of site area, or part thereof at least one small tree is to be planted in the deep soil area.		
Greater than 300m <sup>2</sup>	25%	25%	For every 225m <sup>2</sup> of site area, or part thereof at least one medium tree is to be planted in the deep soil area.		
<b>Multi dwelling housing – strata/community lots, ground floor access, shared driveway parking, not all dwellings face public road.</b>					
Less than 1,000m <sup>2</sup>	20%	20%	For every 300m <sup>2</sup> of site area, or part thereof at least one medium tree is to be planted in the deep soil area.		
1,000m <sup>2</sup> – 3,000 m <sup>2</sup>	25%	25%	For every 200m <sup>2</sup> of site area, or part thereof at least one medium tree is to be planted in the deep soil area.		
Greater than 3,000m <sup>2</sup>	30%	30%	For every 350m <sup>2</sup> of site area, or part thereof at least two medium trees or one large tree is to be planted in the deep soil area.		
<b>Apartments – (refer to requirements in the Apartment Design Guide)</b>					
<b>Commercial</b>					
All lots	35%	25%	For every 300m <sup>2</sup> of site area, at least two medium trees or one large tree is to be planted in the deep soil area.		
<b>Large format industrial and light industrial</b>					
All lots	25%	15%	For every 400m <sup>2</sup> of site area or part thereof, at least two medium trees or one large tree is to be planted in the deep soil area.		
<b>2.4.2 Protection of Biodiversity</b>					
<b>Performance Outcome</b>		<b>Benchmark Solution</b>		<b>Assessment</b>	<b>Consistent</b>
<p><b>PO2</b> Populations of threatened species are retained, and the condition of suitable habitat improves within areas of the Cumberland subregion most likely to support long-term viability.</p>		<ol style="list-style-type: none"> <li>1. Mitigation to be undertaken in accordance with the following best practice guidelines for threatened ecological communities (TEC): <ol style="list-style-type: none"> <li>a. Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW Department of Environment and Climate Change, 2008) within and adjacent to the TEC; and</li> </ol> </li> </ol>		<p>This was addressed in the Environmental Assessment Report for the concept plan (SSD-70316465).</p> <p>No significant impacts to threatened species or communities are likely to result from the proposed development.</p>	Yes

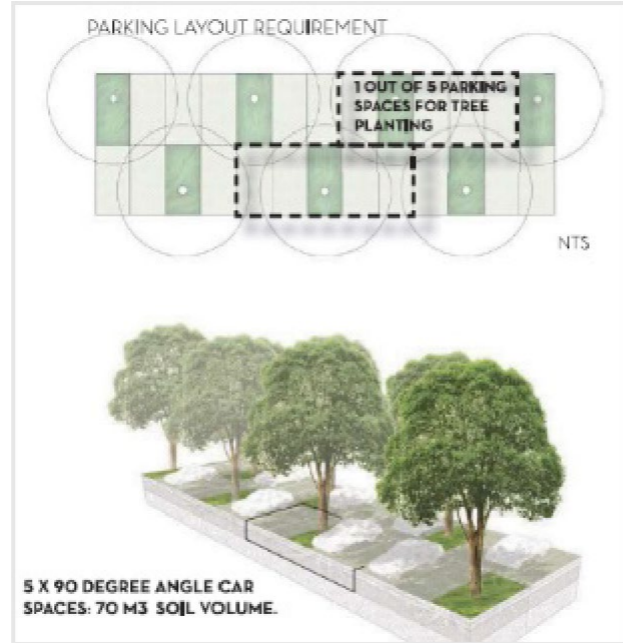
	<p>b. Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (NSW Department of Environment and Climate Change, 2005).</p> <ol style="list-style-type: none"> <li>2. Fencing is to be constructed where required to protect threatened species habitat. Site design allows access to fencing for ongoing maintenance.</li> <li>3. Temporary protective fencing to be erected around areas identified for conservation on or immediately adjoining the site prior to construction commencing.</li> <li>4. Allow public access to temporary fencing to ensure ongoing maintenance throughout construction.</li> <li>5. Protect integrity of temporary fencing during construction.</li> <li>6. 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).</li> <li>7. 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.</li> <li>8. Contain domestic cats and dogs within certified-urban capable land, consistent with relevant council guidelines as permitted and appropriate.</li> <li>9. Provide for the reuse of native plants (including but not limited to seed collection) and</li> <li>10. topsoil from development sites that contain known or potential native seed bank.</li> </ol>	Mitigation measures to avoid potential impacts are provided within the BAR report attached at Appendix O.	
<b>PO3</b> Development facilitates the connected movement of native animals through the landscape.	<ol style="list-style-type: none"> <li>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.</li> <li>2. Movement of fauna is facilitated within and through wildlife corridors by: <ol style="list-style-type: none"> <li>a. Ensuring that development, services and landscaping associated activities do not create barriers to the movement of fauna along and within wildlife corridors.</li> <li>b. Protect fauna from potential construction hazards during pre-construction and construction.</li> <li>c. 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.</li> <li>d. 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.</li> </ol> </li> </ol>	<p>The site boundary is not within a nominated wildlife corridor. Mitigation measures have been provided in the BAR (Appendix O) to avoid inadvertent impacts to fauna during construction.</p> <p>As the site is entirely urban capable under the CPCP and biodiversity certified, impacts to threatened species have been offset through strategic protection of areas and offsite offsets.</p>	Yes
<b>PO4</b> Within land subject to the Cumberland Plain Conservation Plan only, development adjoining conservation areas provides ecological setbacks to threatened species.	<ol style="list-style-type: none"> <li>1. The following threatened species require setbacks: <ul style="list-style-type: none"> <li>Grey-headed flying fox: <ol style="list-style-type: none"> <li>i. Grey-headed flying fox camp requires 100m setback to any buildings and development;</li> <li>ii. The setback area should be maintained free of flying fox roosting habitat; and</li> <li>iii. A flying fox management plan should be provided to demonstrate management and mitigation measures.</li> </ol> </li> <li>Raptors: <ol style="list-style-type: none"> <li>i. Raptor nests require a 500m circular setback from where nests are in extensive undisturbed bushland; and</li> <li>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.</li> </ol> </li> </ul> </li> </ol>	<p>The CPCP has been finalised. The site is wholly located within certified urban capable land.</p> <p>As stated in the BAR report (Appendix O), Grey-headed Flying-fox setbacks do not apply to the proposed development as they will not impact a known bat camp. Raptor setbacks are not applicable as no known raptors (i.e. birds of prey) are unlikely to occur within or near the site.</p>	Yes
<b>PO5</b> Noise and light adjacent, and near, conservation areas does not result in any disturbance to wildlife.	<ol style="list-style-type: none"> <li>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).</li> <li>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.</li> </ol>	<p>As recommended in the BAR report, lighting is to be designed to avoid light spill into adjoining parks and biodiversity areas in accordance with AS 4282 Control of the Obtrusive Effects of Outdoor Lighting, or updates to that standard, as a minimum requirement.</p> <p>Warm coloured LEDs are to be used to deter insects from street lighting, as microbats have previously been recorded within the study area indicating potential habitat likely to support microbat colonies.</p>	Yes

	<p>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.</p> <p>4. Ensure that any residual noise impacts on wildlife arising from development are appropriately mitigated.</p>	The development is not adjacent to avoided land.	
PO6 Bushfire risk is minimised.	1. Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones.	The site is not located within bushfire prone land.	Yes
PO7 Retain and protect koala populations and their habitats through mitigating indirect and ongoing impacts from development.	<p>1. For all certified-urban capable land adjacent to koala habitat, the following controls apply:</p> <ul style="list-style-type: none"> <li>a. Design subdivision layout, including perimeter roads and asset protection zones to reduce impacts to, and protect areas of, adjacent koala habitat.</li> <li>b. Signpost areas adjoining koala habitat to identify koalas in the area and associated penalties for non-compliance.</li> <li>c. 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.</li> <li>d. 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.</li> </ul> <p>2. Where a koala exclusion fence is not installed between koala habitat and certified-urban capable land, the following development controls apply:</p> <ul style="list-style-type: none"> <li>a. 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) under the <a href="#">Translocation Operational Policy</a>.</li> <li>b. Implement a tree-felling protocol to avoid impacts to koalas in trees to be cleared.</li> <li>c. 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.</li> </ul> <p><b>Pre-construction Temporary Fencing</b></p> <ul style="list-style-type: none"> <li>d. 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.</li> </ul> <p><b>Dog Containment Fencing</b></p> <ul style="list-style-type: none"> <li>e. Design and construct public dog recreation areas with secure containment fencing.</li> <li>f. Design residential lots with dog containment fencing in accordance with Council requirements.</li> </ul> <p><b>Development Operation</b></p> <ul style="list-style-type: none"> <li>g. Manage roadside vegetation to increase the visibility of koalas.</li> </ul> <p><b>Vehicle Strike</b></p> <ul style="list-style-type: none"> <li>h. Implement traffic calming measures for all development <ul style="list-style-type: none"> <li>i. Implement 40km/hr speed limit restrictions on local roads adjacent to koala habitat.</li> <li>ii. 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.</li> <li>iii. Install traffic calming devices such as speed humps and audible surfacing along perimeter roads adjacent to koala habitat.</li> <li>iv. 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.</li> </ul> </li> </ul>	As stated in the BAR (Appendix O), koalas are unlikely to be present within or near the site. Consequently, the proposed development is not expected to have any impact on koalas.	Yes

<b>2.4.3 Protection of Trees and Vegetation</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Existing trees and vegetation are retained, protected, enhanced, and incorporated into the development, wherever possible.	<ol style="list-style-type: none"> <li>Development is designed to minimise impacts on trees, except for invasive species and/or noxious weeds.</li> <li>Development is designed to minimise removal of trees (includes vehicular access, utility installations and ancillary development). <i>Note: Applications involving the removal of trees must refer to the Liverpool Council Tree Management Policy or the Penrith Council Guidance for Tree Removal and pruning available on the respective Council's website.</i></li> </ol>	The proposed development area is fully certified under the CPCP as urban-capable land. As indicated in the Arborist Report, the proposal will necessitate the removal of the existing scattered trees on the site to accommodate the development. However, the proposal includes the planting of 481 new trees, including species such as Tulipwood, Blackwood, Red Ash, Kurrajong, and Weeping Lilly Pilly. This will provide a tree canopy cover of 16%.	Yes
<b>PO2</b> Minimise threats to the long-term survival of existing trees through tree preservation zones and pruning techniques.	<ol style="list-style-type: none"> <li>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)</li> <li>Any pruning or tree removal works that may impact threatened ecological communities are to adhere to the following best practice guidelines: <ol style="list-style-type: none"> <li><i>Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest</i> (Department of Environment and Climate Change NSW, 2008) within and adjacent to the threatened ecological community; and <i>Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland</i> (Department of Environment and Climate Change NSW, 2005).</li> </ol> </li> <li>Development is designed to avoid impacts on trees, except for priority weeds in accordance with the Council's weed policy.</li> <li>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.</li> </ol>	N/A – no existing trees on site.	N/A
<b>PO3</b> 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.	<ol style="list-style-type: none"> <li>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.</li> <li>All nesting boxes and hollows shall be mounted at least 5m above the ground.</li> <li>Requirement for 60% of nest boxes (replacement habitat) to be in place prior to clearing of hollow-bearing trees.</li> </ol>	N/A - no hollow-bearing trees are located within the site boundary.	N/A
<b>2.4.4 On Lot and Streetscape Landscaping and Preferred Plant Species</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Plant species are provided in accordance with the preferred species identified for the Aerotropolis.	<ol style="list-style-type: none"> <li>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.</li> </ol>	Addressed in the Urban Design Report (Appendix K) and Landscape Report (Appendix I). The landscape species list is located in the Landscape Report.	Yes
<b>PO2</b> Landscape design reflects the cultural landscape and is integrated with the design intent of the architecture and built form.	<ol style="list-style-type: none"> <li>Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines.</li> <li>2. Size and scale of landscaping is responsive to the bulk and scale of the development.</li> </ol>	Addressed in the Urban Design Report (Appendix K) and Landscape Report (Appendix I). The landscape species list is located in the Landscape Report.	Yes
<b>PO3</b> Landscaping complements the views to and from the public domain, as well as to and from public and private open spaces within the site.	<ol style="list-style-type: none"> <li>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).</li> </ol>	Refer to the Urban Design Report (Appendix K) and Landscape Report (Appendix I). The proposed landscaping will complement views to and from public and private spaces within the site.	Yes
<b>PO4</b> Trees are planted in locations and distances apart to support their ongoing growth without causing conflict, including with the Obstacle Limitation Surface and utility services.	<ol style="list-style-type: none"> <li>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.</li> <li>Trees are not to penetrate operational airspace and tree heights should encourage wildlife movements below the OLS, where practical.</li> <li>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.</li> <li>If required, trees can be planted in underground engineered tree pits to provide sufficient underground space to sustain the tree to maturity and beyond.</li> <li>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.</li> </ol>	The layout of trees follows a regular spacing of interconnected canopy, ensuring good potential canopy cover and shading of hardstand areas. The selected species have been chosen to ensure they will not impact the Obstacle Limitation Surface (OLS) and utility services. These considerations are addressed in the Landscape Report (Appendix I) and the Aviation Impact Assessment (Appendix S).	Yes
<b>PO5 Landscaping design promotes safety and surveillance.</b>	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Landscaping in the vicinity of a driveway entrance does not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.</li> </ol>	Key security principles including lighting, access control, space management, surveillance and territorial reinforcement have been used to maintain safety within the precinct. Proposed landscaping strategy has considered these requirements. Refer Urban Design Report (Appendix K) and Landscape Report (Appendix I).	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:
  - a. Orienting the tree parallel to the parking space;
  - b. Staggering the configuration rather than linear;
  - c. Selecting a tree with a Leaf Area Index of >4; and
  - d. Using structurally engineered pits or vaults and WSUD design principles to provide appropriate space for tree root development.



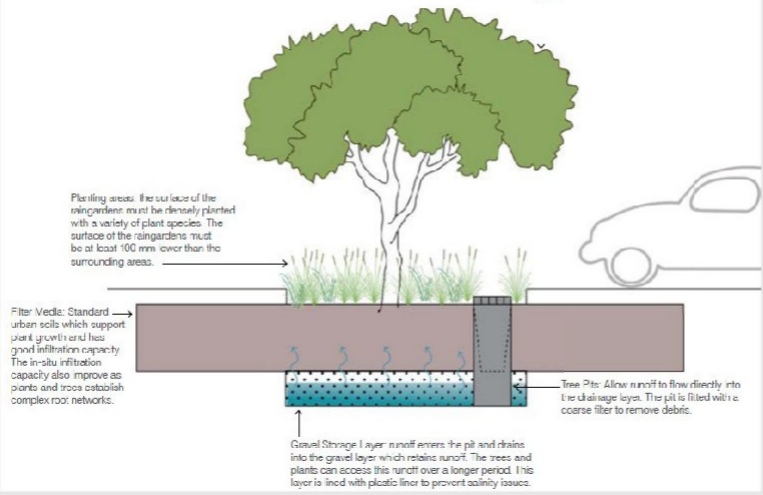

2. Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road.
3. Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.5m is provided above the basement, measured from the top of the slab, and including the 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

The proposal provides landscaping along the vehicles access and car parking area.

Yes

**2.4.5 Street Tree Planting Requirements**

Performance Outcome	Benchmark Solution	Assessment	Consistent
<p><b>PO1</b> 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.</p>	<ol style="list-style-type: none"> <li>1. Street Tree heights and canopy spread are to be commensurate with the road reserve dimension.</li> <li>2. Street trees are to be planted at a maximum of 10m intervals (trunk to trunk) on all local streets and designed in accordance with specifications below:</li> </ol>	<p>The layout of trees follows a regular spacing of interconnected canopy, ensuring optimal potential canopy cover and shading of hardstand areas. The selected species have been chosen to ensure they will not impact the Obstacle Limitation Surface (OLS) or utility services.</p>	<p>Yes</p>

	<p>Street Trees: Placed at variable densities depending on the land use, the trees would ideally be located in bunches to optimise the soil volume available to the trees.</p>  <p>Planting areas: The surface of the ringierens must be densely planted with a variety of plant species. The surface of the ringierens must be at least 100 mm lower than the surrounding areas.</p> <p>Filter Beds: Standard urban soils which support poor growth and have good infiltration capacity. The in-situ infiltration capacity also improves as plants and roots establish complex root networks.</p> <p>Tree Pit: Allow runoff to flow directly into the drainage layer. The pit is filled with a coarse filter to remove debris.</p> <p>Gravel Storage Layer: runoff enters the pit and drains into the gravel layer which retains runoff. The trees and plants can access this runoff over a longer period. This layer is lined with plastic liner to prevent salinity issues.</p>		
<p><b>PO2</b> Continuous tree canopy cover is achieved along both sides of the street.</p>	<p>1. Provide verge street trees as indicated below:</p>  <p>Verge tree planting on Minogue Crescent, Harold Park. credit: ASPECT Studios</p> <p>Verge tree planting in Meriden Park. credit: ASPECT Studios</p> <p>Source: <i>Western Sydney Street Design Guidelines</i></p> <p>2. Provide kerb extension trees as indicated below:</p>	<p>Street trees are provided along Estate Road (to the south) and the road to the west of the site.</p>	<p>Yes</p>



Street tree planting in kerb extension, Nagurra Place, Rozelle.  
credit: ASPECT Studios

3. Provide carriageway trees as indicated below:



Street trees in the carriageway on Pennyroyal Boulevard, Denham Court.  
credit: ASPECT Studios

Source: *Western Sydney Street Design Guidelines*

4. Provide median street trees as indicated below:



Retrofitting median street trees in Primrose Avenue, Rosebery.  
credit: ASPECT Studios

Source: *Western Sydney Street Design Guidelines*

Retain and supplement trees along all proposed streets so that they provide green linkages across Aerotropolis.

<p><b>PO3</b> Streets trees mitigate urban heat.</p>	<ol style="list-style-type: none"> <li>1. Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day.</li> <li>2. Provide 80% of east-west oriented streets with shade for active transit users during the hottest times of the day.</li> <li>3. Provide for deep soil planting within the streetscape, to enable trees to reach mature heights and contribute to canopy cover.</li> <li>4. Provide landscaping within at grade car parking areas.</li> </ol>	<p>Trees will be planted along the estate road south of the warehouses. The proposed landscape selection and deep soil areas will enable the trees to reach mature heights within the streetscape and at-grade parking areas, thereby mitigating urban heat.</p>	<p>Yes</p>
<p><b>2.5 Flooding and Environmental Resilience Management</b></p>			
<p><b>2.5.1 Flood Management</b></p>			
<p><b>Performance Outcome</b></p>	<p><b>1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses</b></p>	<p><b>Assessment</b></p>	<p><b>Consistent</b></p>
<p><b>PO1</b> 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.</p>	<ol style="list-style-type: none"> <li>1. Except for concessional development, development is not permissible in this area – refer to clause 4.24 of the Parkland City SEPP.</li> <li>2. For concessional development, the applicant is to demonstrate that the structure can be undertaken in accordance with a Flood Impact and Risk Assessment (FIRA).</li> <li>3. The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: <ol style="list-style-type: none"> <li>a. Flooding on the development;</li> <li>b. The development on flooding;</li> <li>c. Flooding and the development on property and the existing and future community; and</li> <li>d. Climate change consistent with the objectives of this DCP.</li> </ol> </li> <li>4. The FIRA has considered the impacts on flooding due to encroachment of structures and the associated collection of debris and potential for blockage.</li> <li>5. The FIRA assesses flood constraints for both pre and post development cases to ensure there are no significant detrimental impacts on flood behaviour or the community within and outside the development site.</li> </ol>	<p>Refer to Flood Impact Assessment (FIA) (Appendix T).</p> <p>The pre-development, post-development, and cumulative post development mainstream flood behaviour, such as peak flood level, depth, velocity, flood hazard, hydraulic categorisation, and flood planning area (FPA) have been assessed for a range of design flood events, including the 5%, 1%, 0.5%, 0.2% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) events. Figure 1.4 shows the 1 in 100 AEP flood inundation extent.</p> <p>The internal lots and roads of the proposed Stage 2 development, including DHL's site, remain flood-free up to the PMF event for both the post-development and cumulative post-development scenarios.</p> <p>The proposed Stage 2 development, including DHL's site, is compatible with the predicted flood hazard up to and including the PMF event.</p>	<p>Yes</p>
<p><b>PO2</b> Development has minimal impact on flood behaviour.</p>	<ol style="list-style-type: none"> <li>1. In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges).</li> <li>2. The FIRA demonstrates that the structure will not increase flood affectation to existing and proposed development within and outside the development site.</li> <li>3. The FIRA considers the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.</li> <li>4. 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.</li> </ol>	<p>Refer to Flood Impact Assessment (FIA) (Appendix T).</p> <p>The proposed Stage 1 development (including DHL's site) is not predicted to result in significant modifications in design flood behaviour beyond the boundaries of the Stage 2 site.</p>	<p>Yes</p>
<p><b>PO3</b> Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.</p>	<ol style="list-style-type: none"> <li>1. In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges).</li> <li>2. In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges).</li> <li>3. All structures are of flood-compatible building components below or at the flood planning level.</li> <li>4. An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris and buoyancy up to and including the flood planning level (based on the 1% AEP flood plus 500mm freeboard).</li> </ol>	<p>Refer to Flood Impact Assessment (FIA) (Appendix T)</p> <p>The internal lots and roads of the proposed Stage 2 development (including DHL's site) remain flood free up to the PMF event for both the post-development and the cumulative post-development scenarios.</p>	<p>Yes</p>
<p><b>PO4</b> All fill ensures the long-term stability of the development site and is not affected by erosion.</p>	<ol style="list-style-type: none"> <li>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.</li> </ol>	<p>Refer to Flood Impact Assessment (FIA) (Appendix T).</p> <p>The FIA confirms that the level of fill proposed will not result in a significant reduction in the capacity of the floodplain.</p>	<p>Yes</p>
<p><b>PO5</b> The safety of users of developed areas located on the floodplain for the full range of flooding is ensured.</p>	<ol style="list-style-type: none"> <li>1. Applicant demonstrates that evacuation of the proposed development can be undertaken in accordance with the Local Flood Plan or SES flood emergency management strategy for the area.</li> <li>2. The FIRA demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.</li> </ol>	<p>Refer to Flood Impact Assessment (FIA) (Appendix T).</p> <p>The FIA confirms that the proposed development layout and ultimate footprint is compatible with the flood risk up to and including the PMF event.</p>	<p>Yes</p>
<p><b>PO6</b> Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.</p>	<ol style="list-style-type: none"> <li>1. No external storage of materials which may cause pollution or be potentially hazardous during any flood.</li> </ol>	<p>The proposed Stage 2 development (including DHL's site) will not impact on any existing emergency management arrangements.</p> <p>The proposed Stage 2 development (including DHL's site) is not anticipated to cause adverse social and economic impacts associated with flooding.</p>	<p>Yes</p>

<p><b>PO7</b> 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.</p>	<ol style="list-style-type: none"> <li>1. Use open type fencing.</li> <li>2. Fencing is not permissible unless it can be shown, through a FIRA, not to impact on flood conveyance or behaviour.</li> </ol>	<p>Any fencing provided will be designed not to impede or direct the flow of floodwaters.</p>	<p>Yes</p>		
<p><b>PO8</b> Earthworks including cut and fill do not impact flood storage areas.</p>	<ol style="list-style-type: none"> <li>1. The FIRA demonstrates earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.</li> </ol>	<p>N/A – this will be considered in the overall the concept plan (SSD-70316465).</p>	<p>N/A</p>		
<p><b>Performance Outcome</b></p>	<p><b>Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses</b></p>	<p><b>Assessment</b></p>	<p><b>Consistent</b></p>		
<p><b>PO2</b> Development has minimal impact on flood behaviour.</p>	<ol style="list-style-type: none"> <li>1. The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site.</li> <li>2. The FIRA demonstrates the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.</li> <li>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.</li> </ol>	<p>N/A</p>	<p>N/A</p>		
<p><b>PO3</b> Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.</p>	<ol style="list-style-type: none"> <li>1. All structures are of flood-compatible building components below or at the flood planning level.</li> <li>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.</li> <li>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.</li> </ol>				
<p><b>PO4</b> All fill ensures the long-term stability of the development site and is not affected by erosion.</p>	<ol style="list-style-type: none"> <li>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.</li> </ol>				
<p><b>PO6</b> Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.</p>	<ol style="list-style-type: none"> <li>1. No external storage of materials which may cause pollution or be potentially hazardous during any flood.</li> </ol>				
<p><b>PO7</b> 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.</p>	<ol style="list-style-type: none"> <li>1. Fencing is constructed in a manner that does not obstruct the flow of floodwaters.</li> <li>2. Fencing of flow paths is limited to permeable open type fences.</li> </ol>				
<p><b>PO8</b> Earthworks including cut and fill do not impact flood storage areas.</p>	<ol style="list-style-type: none"> <li>1. The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.</li> </ol>				
<p><b>Performance Outcome</b></p>	<p><b>Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses</b></p>			<p><b>Assessment</b></p>	<p><b>Consistent</b></p>
<p><b>PO2</b> Development has minimal impact on flood behaviour.</p>	<ol style="list-style-type: none"> <li>1. The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site.</li> <li>2. Except for single detached dwellings and alterations and additions to existing dwellings, an engineer's report is required to certify that the development will not increase flood affectation to existing and proposed development.</li> </ol>			<p>N/A</p>	<p>N/A</p>
<p><b>PO3</b> Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.</p>	<ol style="list-style-type: none"> <li>1. Critical and sensitive land uses are of flood-compatible building components below or at the PMF level, where intended to be utilised during flooding.</li> <li>2. An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris and buoyancy up to and including the PMF level for sensitive development or essential community facilities intended to be utilised during flooding.</li> </ol>				
<p><b>PO4</b> All fill ensures the long-term stability of the development site and is not affected by erosion.</p>	<ol style="list-style-type: none"> <li>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.</li> </ol>				
<p><b>PO6</b> Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.</p>	<ol style="list-style-type: none"> <li>1. No external storage of materials which may cause pollution or be potentially hazardous during any flood.</li> </ol>				

<b>PO7</b> 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.	N/A		
<b>PO8</b> Earthworks including cut and fill do not impact flood storage areas.	<ol style="list-style-type: none"> <li>1. The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.</li> <li>2. Any fill platform associated with development does not create a local site-specific flood island isolating the user from safety during flooding</li> </ol>		

\*Areas identified in *Wianamatta (South) Creek Flood Study – Existing Conditions* prepared by Advisian for Infrastructure NSW in November 2020 or subsequent versions of this report by Advisian for Infrastructure NSW and the Department of Planning and Environment. Note: Refer to Appendix A of this DCP for a definition of terms referred to in this section, including definitions for critical and sensitive land uses, as well as concessional development.

### 2.5.2 Mitigating Urban Heat Island Effect

Performance Outcome	Benchmark Solution	Assessment	Consistent
<b>PO1</b> Site layout of development and public domain mitigates urban heat island effect.	<ol style="list-style-type: none"> <li>1. Evaporative cooling is enabled through implementation of design initiatives and features, including: <ol style="list-style-type: none"> <li>a. Misting infrastructure in public places during high and extreme heat days; and</li> <li>b. Irrigation of private open spaces (using harvested stormwater) with 50% of grassed areas and 100% trees irrigated.</li> </ol> </li> <li>2. 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.</li> <li>3. Public seating has adequate shading.</li> </ol>	This will be delivered as part of the concept plan (SSD-70316465).	Yes
<b>PO2</b> Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.	<ol style="list-style-type: none"> <li>1. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access.</li> <li>2. Provide western and northern facades with external shading devices to shield the building from hot summer sun, while allowing direct sunlight in winter.</li> <li>3. Integrate green infrastructure into buildings, including healthy vegetation, green walls, and irrigation in open spaces.</li> <li>4. A minimum of 50% of non-industrial rooftops are to be either vegetated, light coloured or irrigated using harvested stormwater.</li> <li>5. Low heat conductive materials, appropriate insulation, wider eaves on northern and western facades reduce passive internal heating of the building.</li> <li>6. To minimise energy use, buildings can: <ol style="list-style-type: none"> <li>a. apply green roof and green façade/wall elements to reduce heat loads on internal spaces;</li> <li>b. Use external shading on north and north west facades;</li> <li>c. Use sub floor ventilation; and</li> <li>d. Provide outdoor clothes drying facilities.</li> </ol> </li> </ol>	<p>The proposed design incorporates a high level of amenity and ESD initiatives, including end-of-trip facilities, secure bike parking, electric car charging stations, and landscaped open spaces.</p> <p>Overshadowing, sun shading, and other elements enhance comfort and energy efficiency for the ancillary office components of the development. These features improve the employee experience and encourage active modes of transport.</p> <p>The proposed DHL SSDA 2 targets a 6-star Green Star rating.</p> <p>Refer to Ecologically Sustainable Development Report (Appendix CC)</p>	Yes

### 2.5.3 Salinity

Performance Outcome	Benchmark Solution	Assessment	Consistent
<b>PO1</b> The extent and location of salinity in the landscape and hydrogeologic regimes are accurately identified.	<ol style="list-style-type: none"> <li>1. Undertake salinity investigations prior to development and prepare a Salinity Management Plan.</li> <li>2. Where required, the Salinity Management Plan considers water application rates, size of the block and timing and management of irrigation to ensure overwatering and salt movement is minimised.</li> <li>3. A detailed salinity analysis, to be prepared by a qualified expert, will be required if: <ol style="list-style-type: none"> <li>a. An initial investigation shows the site as saline or affected by salinity; or</li> <li>b. The site of the proposed development has been identified as being a moderately saline area on the Western Sydney Potential Salinity Map.</li> </ol> </li> </ol>	Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).	Yes
<b>PO2</b> Development avoids disturbing high-risk saline soils to minimise the movement of salt in the landscape, increase soil health and prevent soil structural decline.	<ol style="list-style-type: none"> <li>1. Demonstrate that disturbance to the natural hydrological system is minimised by: <ol style="list-style-type: none"> <li>a. Maintaining effective drainage, or where modification occurs, the modification provides effective drainage systems;</li> <li>b. Reducing waterlogging on the site and the potential for waterlogging via landscape-led design;</li> <li>c. Having minimal impact on the water table; and</li> <li>d. Having minimal impact on the hydrogeologic regime for sub soils, lateral flows, and deep groundwater systems.</li> </ol> </li> </ol>	Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).	Yes

<p><b>PO3</b> Salinity management and codes of practise are adhered to and based on NSW and local government guidelines.</p>	<ol style="list-style-type: none"> <li>1. Implement the following salinity management guidelines and codes of practise (or updates thereto) for land development (not limited to): <ol style="list-style-type: none"> <li>a. Western Sydney Salinity Code of Practice (Western Sydney Regional Organisation of Councils, 2003).</li> <li>b. Western Sydney Hydrogeological Landscapes: May 2011 (First Edition) data package.</li> <li>c. Relevant Australian Standards, including AS 2159, AS 2870, AS 3600, AS 3700 and AS 2870; and</li> <li>d. Local Government salinity initiative documents, including: <ol style="list-style-type: none"> <li>i. Site Investigations for Urban Salinity;</li> <li>ii. Land Use Planning and Urban Salinity;</li> <li>iii. Building in a Saline Environment; and</li> <li>iv. Roads and Salinity.</li> </ol> </li> </ol> </li> <li>2. Where soil sampling is required to be undertaken as part of salinity investigations, provide the following details: <ol style="list-style-type: none"> <li>a. Location of investigation soil samples and bores on plan;</li> <li>b. Electrical conductivity (EC) and texture profiling down the soil profile;</li> <li>c. Density of sampling;</li> <li>d. Use of electromagnetic (EM) survey; and</li> <li>e. Preliminary block layout to allow for development plans to address salinity issues.</li> </ol> </li> </ol>	<p>Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).</p>	<p>Yes</p>				
<p><b>PO4</b> Achieve healthy ecosystems by supporting soil ecology and support water retention in the clay landscape of the Cumberland Plain.</p>	<ol style="list-style-type: none"> <li>1. Retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors.</li> </ol>	<p>Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).</p>	<p>Yes</p>				
<p><b>2.5.4 Acid Sulfate Soils</b></p>							
<p><b>Performance Outcome</b></p>	<p><b>Benchmark Solution</b></p>	<p><b>Assessment</b></p>	<p><b>Consistent</b></p>				
<p><b>PO1</b> 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.</p>	<ol style="list-style-type: none"> <li>1. An Acid Sulphate Soils Assessment is to be provided with all development applications.</li> <li>2. Disposal of any acid sulfate soil as waste during development is undertaken in accordance with guidelines made and approved by the NSW EPA.</li> <li>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.</li> </ol>	<p>The land is not mapped as being affected by acid sulfate soils. Appropriate landscaping and WSUD measures are included to mitigate the risk of potential waterway damage.</p>	<p>Yes</p>				
<p><b>PO2</b> 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.</p>	<ol style="list-style-type: none"> <li>1. Development is designed in accordance with relevant standards to withstand increased corrosion and durability impacts associated with acid sulfate soil.</li> </ol>	<p>Refer above.</p>	<p>Yes</p>				
<p><b>PO3</b> Land development avoids excavation, dewatering and disturbance of acid sulfate soil.</p>	<ol style="list-style-type: none"> <li>1. Landscape-led design minimises the potential for environmental and waterway impacts from development on acid sulfate soils.</li> </ol>	<p>Refer above.</p>	<p>Yes</p>				
<p><b>2.5.5 Erosion and Sediment Control</b></p>							
<p><b>Performance Outcome</b></p>	<p><b>Benchmark Solution</b></p>	<p><b>Assessment</b></p>	<p><b>Consistent</b></p>				
<p><b>PO1</b> 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</p>	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	<p>Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).</p>	<p>Yes</p>				
<table border="1"> <thead> <tr> <th data-bbox="626 1749 1092 1829">Parameter</th> <th data-bbox="1101 1749 1555 1829">Construction Phase Target (reduction in mean annual load from unmitigated development)</th> </tr> </thead> <tbody> <tr> <td data-bbox="626 1835 1092 1913">Total suspended solids (TSS) and pH</td> <td data-bbox="1101 1835 1555 1913">All exposed areas greater than 2,500m<sup>2</sup> must be provided with sediment controls which are designed, implemented and</td> </tr> </tbody> </table>	Parameter	Construction Phase Target (reduction in mean annual load from unmitigated development)	Total suspended solids (TSS) and pH	All exposed areas greater than 2,500m <sup>2</sup> must be provided with sediment controls which are designed, implemented and			
Parameter	Construction Phase Target (reduction in mean annual load from unmitigated development)						
Total suspended solids (TSS) and pH	All exposed areas greater than 2,500m <sup>2</sup> must be provided with sediment controls which are designed, implemented and						

		<p>maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated (i.e. 80% hydrological effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH in the range (6.5–8.5).</p> <p>No release of coarse sediment is permitted for any construction or building site.</p> <p>Sites less than 2,500m<sup>2</sup> are required to comply with the requirements of the Blue Book.</p>		
	Oil, litter and waste contaminants	No release of oil, litter or waste contaminants.		
	Stabilisation	<p>Prior to completion of works for the development, and prior to removal of sediment controls, all site surfaces must be effectively stabilised including all drainage systems.</p> <p>An effectively stabilised surface is defined as one that does not, or is not likely to result in visible evidence of soil loss caused by sheet, rill or gully erosion or lead to sedimentation and water contamination.</p>		

**2.6 Road design for Arterial and Sub-Arterial Roads**

Performance Outcome	Benchmark Solution	Assessment	Consistent
<b>PO1</b> The design, functionality and safety of arterial and sub-arterial roads is consistent across the Aerotropolis Growth Area.	<ol style="list-style-type: none"> <li>Direct vehicle access to properties from the Arterial and Sub-Arterial roads identified in the Precinct Plan is not permitted, except for 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.</li> <li>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.</li> <li>Implement fauna-sensitive road design elements to minimise environmental impacts, such as vehicle strike during and after road construction and upgrading.</li> </ol> <p><i>Note: All street cross-sections illustrate minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.</i></p>	This will be delivered as part of the concept plan (SSD-70316465).	Yes
<b>PO2</b> Support temporary site access that is required but not currently available	<ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>The development complies with all other development standards; and</li> <li>The consent authority is satisfied the carrying out of the development will not compromise road safety.</li> </ol> </li> <li>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 road when alternative access becomes available.</li> </ol>	<p>The proposal may include a temporary access easement over an existing dirt road off Elizabeth Drive, connecting the southern portion of the site to Elizabeth Drive. This would allow the proposed DHL Stage 2 to be delivered independently of the Burra Park SSDA. The road would be upgraded to provide access.</p> <p>This access road would be subject to survey and designed in accordance with the appropriate Australian Standards.</p>	Yes

**2.7 Parking design and access**

Performance Outcome	Benchmark Solution	Assessment	Consistent
<b>PO1</b> The design and layout of car parking and vehicular access is safe and functional.	<ol style="list-style-type: none"> <li>Parking is to meet AS 2890 and AS 1428</li> </ol>	<p>Refer to Transport and Accessibility Impact Assessment (Appendix M).</p> <p>The design and layout of the car parking area has been reviewed against the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) and Off Street Commercial Vehicle Facilities (AS2890.2:2018). The review indicates the site is expected to operate efficiently and safely, with heavy vehicle movements separated from light vehicle movements.</p>	Yes

<p><b>PO2</b> Prioritise use of basement car parking areas in mixed use areas and Centres.</p>	<ol style="list-style-type: none"> <li>1. A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement.</li> <li>2. Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level.</li> </ol>	<p>No basement car parking areas are proposed as part of the proposed development.</p>	<p>Yes</p>
<p><b>PO3</b> Where required due to flooding or geological constraints preventing the use of basements, at grade and above ground car parking does not detract from public domain or amenity.</p>	<ol style="list-style-type: none"> <li>1. Parking areas do not significantly interfere with pedestrian through-site links.</li> </ol>	<p>Not applicable to this application.</p>	<p>Yes</p>
<p><b>PO4</b> Above ground car parking is designed to activate the streetscape and not detract from the public domain.</p>	<ol style="list-style-type: none"> <li>1. Locate vehicle access points on the secondary frontage or via a rear lane.</li> <li>2. Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages.</li> <li>3. Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building.</li> </ol>	<p>In addition to at grade parking, the proposed design includes a mezzanine car park at Warehouse 1 and 2, fronting Estate Road and adequately activates the streetscape and does not have a negative impact on the public domain.</p>	<p>Yes</p>
<p><b>PO5</b> Utilise integrated parking solutions to service multiple development sites.</p>	<ol style="list-style-type: none"> <li>1. Where integrated basement car parking is used, these: <ol style="list-style-type: none"> <li>a. Must provide shared access to the integrated basement car parking area;</li> <li>b. Must demonstrate how shared access for adjoining sites, including circulation paths and breakthrough walls, will function and are to be accommodated;</li> <li>c. Have basement structures at a depth that adequately accommodates services, stormwater drainage and other infrastructure; and</li> <li>d. Ensure that the basement level(s) below the public domain are used for circulation areas, ramps, visitor parking, freight and service vehicle parking, loading areas and waste collection points, not individual strata titled spaces.</li> </ol> </li> </ol>	<p>The proposed design does not prevent integrated parking solutions from being implemented in future applications if required.</p>	<p>Yes</p>
<p><b>PO6</b> Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements.</p>	<ol style="list-style-type: none"> <li>1. Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes.</li> <li>2. At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition.</li> <li>3. Separate pedestrian and bicycle access from vehicular circulation areas.</li> <li>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.</li> <li>5. Change pavement (colour and/or texture) to: <ol style="list-style-type: none"> <li>a. Provide clear demarcation between pedestrian and vehicle spaces; and</li> <li>b. Reduce vehicle speeds at entries or key nodes.</li> <li>c. For the egress points of larger developments, install stop signs and lines for motor vehicles crossing pedestrian and bicycle.</li> <li>d. Provide separate pedestrian access routes to building entries from the public domain and parking areas.</li> <li>e. Pedestrian access routes are direct, with good sightlines, intuitive wayfinding, and easy gradients.</li> <li>f. Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas.</li> </ol> </li> </ol>	<p>As detailed in the Transport and Accessibility Impact Assessment (Appendix M) the site is expected to operate efficiently and safely, with heavy vehicle movements separated from light vehicle and pedestrian movements</p>	<p>Yes</p>
<p><b>PO7</b> 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.</p>	<ol style="list-style-type: none"> <li>1. Locate vehicle access points on the secondary frontage or rear lanes with access and egress points provided in a forward direction.</li> <li>2. Where a site has frontage to a classified road, provide access to an alternate road.</li> <li>3. Ensure that all vehicles can enter and exit in a forward direction.</li> <li>4. Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements.</li> <li>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.</li> </ol>	<p>The level of queuing has been assessed in the Transport and Accessibility Impact Assessment (Appendix M). A SIDRA network model has been prepared for two scenarios to determine the intersection arrangements and implications on the internal road network with regard to internal vehicle queuing back from the Elizabeth Street intersection. This model includes the primary signalised intersection and the southern roundabout internal to the broader Burra Park industrial subdivision site.</p> <p>Adequate queuing distance has been allowed for between Elizabeth Drive and the southern roundabout internal to the site.</p> <p>Modelling also indicates that the proposed southern internal roundabout would operate at a level of service A in both peak hours, with minimal queuing on each approach.</p>	<p>Yes</p>

<p><b>PO8</b> Car parking spaces and associated infrastructure are designed with the potential to transition to other uses</p>	<ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>a. Retrofitting of utilities and services (water, electricity, and internet);</li> <li>b. Building code requirements for a range of uses;</li> <li>c. Removable ramps;</li> <li>d. Greater reinforcement, such as steel (as residential/commercial spaces are heavier than car parks); and</li> <li>e. Flexible approaches for night-time use (see images below).</li> </ol> </li> <li>2. 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.</li> </ol>	<p>N/A – the proposal does not involve future transition to other uses.</p>	<p>N/A</p>
<p><b>PO9</b> Parking layout, surfacing and drainage design responds to Water Sensitive Urban Design.</p>	<ol style="list-style-type: none"> <li>1. With the exception of heavy vehicle entries, use pervious surfaces for at grade parking and driveway design other than entry for heavy vehicles.</li> <li>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.</li> </ol>	<p>Refer Landscape Report (Appendix I) and Ecologically Sustainable Development Report (Appendix CC). The proposed design will explore initiatives that will include permeable pavements and carpark WSUD rain gardens</p>	<p>Yes</p>
<p><b>PO10</b> Utilise tandem, stacked, and mechanical parking where appropriate.</p>	<ol style="list-style-type: none"> <li>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.</li> <li>2. Access to mechanical parking installations is to be designed in accordance with AS 2890.</li> <li>3. Tandem or stack parking will only be permitted where: <ol style="list-style-type: none"> <li>a. Each tandem or stacked parking arrangement is limited to a maximum of two spaces;</li> <li>b. The maximum parking limit for spaces in the development is not exceeded;</li> <li>c. they are used for staff parking only;</li> <li>d. They are not used for service vehicle parking; and</li> <li>e. The manoeuvring of stacked vehicles is able to occur wholly within the premises.</li> </ol> </li> <li>4. Mechanical parking installations will be considered for developments involving the adaptive reuse of existing buildings where site or building constraints prevent standard parking arrangements.</li> <li>5. Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes.</li> <li>6. The minimum length of a tandem space is 10.8m.</li> </ol>	<p>At grade car parking is provided within this development.</p>	<p>Yes</p>
<p><b>PO11</b> Smart technology to be incorporated in large car parks (over 100 spaces) to improve functionality.</p>	<ol style="list-style-type: none"> <li>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.</li> </ol>	<p>Smart technology can be incorporated into parking areas if required.</p>	<p>Yes</p>
<p><b>2.8 Travel Demand Management</b></p>			
<p><b>Performance Outcome</b></p>	<p><b>Benchmark Solution</b></p>	<p><b>Assessment</b></p>	<p><b>Consistent</b></p>
<p><b>PO1</b> Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes.</p>	<ol style="list-style-type: none"> <li>1. A Travel Plan must be submitted for: <ol style="list-style-type: none"> <li>a. Any residential developments containing more than 50 residential units; and</li> <li>b. Any commercial or industrial developments which accommodates more than 50 employees.</li> </ol> </li> </ol>	<p>A Green Travel Plan is prepared by Stantec and attached at Appendix M. The Green Travel Plan provides a framework and measures to reduce overall dependency on private vehicle use and encourages sustainable transport modes.</p>	<p>Yes</p>
<p><b>PO2</b> 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.</p>	<ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>a. The development complies with all other development standards;</li> <li>b. Subdivisional roads generally conform with the road pattern shown on the Indicative Layout Plan; and</li> <li>c. The consent authority is satisfied the carrying out of the development will not compromise road safety.</li> </ol> </li> </ol>	<p>Temporary access across adjoining properties is not required.</p>	<p>Yes</p>

	<p>2. 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 road when alternative access becomes available.</p> <p><i>Note: Approval from TfNSW will be required for any temporary access to a classified road.</i></p>		
<b>2.9 Service and loading design</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Provide on-site loading and servicing that meets the demand generated by the development.	<p>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.</p> <p>2. All servicing, including waste and recycling collection, to be carried out wholly within the site with collection points at convenient locations.</p> <p>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.</p>	<p>Refer to Transport and Accessibility Impact Assessment (Appendix M).</p> <p>The proposal 34 loading docks for Warehouse 1 and 38 loading docks for Warehouse designed to accommodate 20-metre articulated vehicles. Additionally, B-Doubles will have the capability to park parallel to each warehouse, adjacent to the circulation road, allowing for side loading and unloading by forklifts. This substantial loading provision is deemed adequate to meet the loading demand for the site.</p>	Yes
<b>PO2</b> Loading and unloading facilities are adaptable to future technologies.	<p>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).</p>	<p>Loading docks associated with Warehouse 1 and 2 will utilise the latest technologies. The installation of such technologies will be the responsibility of the end user.</p>	Yes
<b>PO3</b> Service vehicle types are appropriate to the scale and requirements of the proposed development.	<p>1. Residential developments containing more than 30 dwellings, but less than 60 must provide at least 1 service delivery space, capable of accommodating at least 1 Medium Rigid Vehicle.</p> <p>2. Residential developments containing more than 60 dwellings provide at least 1 service delivery space, capable of accommodating at least a:</p> <ul style="list-style-type: none"> <li>a. Medium Rigid Vehicle (MRV); and</li> <li>b. Heavy Rigid Vehicle (HRV).</li> </ul> <p>3. Swept turning paths provided for HRV and single articulated vehicles (20m).</p> <p>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.</p> <p>5. Off-street loading and unloading facilities are provided for all commercial and industrial premises. The number and size of loading bays will be determined by the consent authority having regard to the:</p> <ul style="list-style-type: none"> <li>a. Intended use of the premises;</li> <li>b. Frequency of deliveries/collections;</li> <li>c. Size and bulk of goods to be delivered/collected;</li> <li>d. Size of vehicles to be used; and</li> <li>e. Likely impacts on traffic safety and efficiency on adjoining roads.</li> </ul>	<p>Refer above.</p>	Yes
<b>2.10 Airport Safeguarding</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Development does not generate turbulent emissions into the protected airspace.	<p>1. Any plumes caused by a development do not:</p> <ul style="list-style-type: none"> <li>a. Have peak vertical velocities of more than 4.3m/sec; or</li> <li>b. Incorporate flares, unless an aviation impact assessment is completed and determines flares are acceptable.</li> </ul>	<p>Addressed in the Aviation Impact Assessment (Appendix S).</p> <p>The maximum height of the warehouses will be 79.6 m, which will be lower than height of the trigger area. This is below the permissible height at the location and therefore no further consideration of wind effects is required. Temporary craneage and the like for construction will penetrate the windshear assessment surface.</p> <p>Temporary narrow structure (e.g. cranes) intrusions into the windshear surface could, in L&amp;B's opinion, be reasonably permitted during runway operations (provided they stay below the OLS). Narrow structures like cranes do not cause significant wind turbulence effects. If the development were constructed prior to the runway being place into operation, then these issues would not exist.</p>	Yes
<b>PO2</b> Development does not impact on aviation or the operation of the Airport regarding light emission and reflective surfaces.	<p>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. Significant lighting includes:</p>	<p>Addressed in the Aviation Impact Assessment (Appendix S).</p> <p>The subject site is located within different lighting zones. Design of the lighting requirements within the development will be designed to comply with the maximum intensity indicated in each zone or shielding fitted to eliminate the light emission above a horizontal plane.</p>	Yes

	<ul style="list-style-type: none"> <li>a. Motorway and freeway lighting;</li> <li>b. Flare plumes from industrial activities;</li> <li>c. Flood lighting from stadiums or outdoor recreation facilities; and</li> <li>d. Construction lighting.</li> </ul> <p>2. Lighting within the primary light control zones – Zones A, B, C and D:</p> <ul style="list-style-type: none"> <li>a. Must not exceed the following intensity of light above a 3-degree horizontal: <ul style="list-style-type: none"> <li>i. Zone A – 0 candela (cd);</li> <li>ii. Zone B – 50 cd;</li> <li>iii. Zone C – 150 cd; and</li> <li>iv. Zone D – 450 cd.</li> </ul> </li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>b. Be fitted with a screen/shroud that prevents the light emission above the horizontal plane.</li> </ul> <p>3. Proposals within 6km of the Airport:</p> <ul style="list-style-type: none"> <li>a. Must not include coloured or flashing lights; or</li> <li>b. Where coloured or flashing lights are to be incorporated, the proposal must be referred to the relevant Commonwealth body</li> <li>c. The appearance, material, reflectivity and aesthetics of the roofscapes consider the flight path and flight zone.</li> </ul> <p><i>Note: The relevant consent authority may request a report prepared by a suitably qualified consultant demonstrating compliance with this section of the DCP in support of any development application</i></p>		
<b>2.10.2 Noise</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> 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 – Building Siting and Construction.	<ol style="list-style-type: none"> <li>1. Residential development is constructed in accordance with Table 3.</li> <li>2. An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels.</li> </ol> <p><i>Note:</i> Residential development within the ANEC 20 and above contours will only be permitted where provided under clause 4.17(4) of the Parkland City SEPP or existing use rights apply. Development of residential accommodation will have the option of either incorporating the specified construction standards or provide an acoustic report. All other noise sensitive development specified within Table 4 of AS2021 will be required to be accompanied by a report prepared by a suitably qualified and experienced acoustic engineer.</p>	Addressed in the Aviation Impact Assessment (Appendix S). It is understood that the proposed development site is considered as 'Other Industrial' and can be accommodated within ANEF zones as per the Australian Standard AS 2021:2015 Acoustics - Aircraft Noise.	Yes
<b>2.10.3 Wildlife Hazards</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Development does not attract wildlife which would create a safety hazard to the operations of the Airport.	<ol style="list-style-type: none"> <li>1. All waste bins are designed and installed with fixed lids.</li> <li>2. Any bulk waste receptacle or communal waste storage area is contained within enclosures that cannot be accessed by birds or flying foxes.</li> <li>3. Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.</li> <li>4. Buildings and structures are designed to minimise the opportunity for roosting areas</li> </ol>	Addressed in the Aviation Impact Assessment (Appendix S)  The proposed development site will not impact the risk of wildlife strikes in the vicinity of Western Sydney Airport.	Yes
<b>PO2</b> Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport.	<ol style="list-style-type: none"> <li>1. Refer to Appendix B for a list of suitable landscape species.</li> <li>2. In areas within the 3km wildlife buffer but outside of the Parkland Priority Areas shown in Figure 8, a report prepared by a suitably qualified and experienced ecologist is to be submitted with any application when the landscaping plan: <ul style="list-style-type: none"> <li>a. Incorporates alternative landscape species not listed within Appendix B;</li> <li>b. Incorporates landscape species denoted within the landscape species list;</li> <li>c. Will result in more than 5 trees being planted in 1 group (group refers to touching mature canopies); and/or</li> <li>d. Provides a spacing between a group of 5 or more trees that is less than 100m.</li> <li>e. The ecologist report is to consider building, site, and water body design</li> </ul> </li> </ol>	Addressed in the Aviation Impact Assessment (Appendix S)  The proposed landscaping species have been carefully selected to ensure the development site will not impact the risk of wildlife strikes in the vicinity of Western Sydney Airport.	Yes

	outcomes and/or landscape maintenance measures that will mitigate bird and flying fox attraction and roosting areas.		
<b>2.11 Services and Utilities</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Site is serviced with electricity.	<ol style="list-style-type: none"> <li>1. Meet the design requirements as per the <i>Western Sydney Street Design Guidelines</i> Section C5.4 Electricity.</li> <li>2. Locate electricity supplies within verge.</li> </ol>	<p>Addressed in the Civil Infrastructure Report (Appendix JJ) and Civil Infrastructure Plans (Appendix J).</p> <p>The development will be serviced with appropriate infrastructure, utilities including:</p> <ul style="list-style-type: none"> <li>• Electricity</li> <li>• Telecommunications/Internet (NBN)</li> <li>• Utilities</li> <li>• Water</li> </ul>	Yes
<b>PO2</b> Services and utilities (hydrants, NBN boxes etc) are designed and located to integrate with building context and the public realm.	<ol style="list-style-type: none"> <li>1. Infrastructure is designed and located to: <ol style="list-style-type: none"> <li>a. Integrate with building design and the public domain;</li> <li>b. Not be visible from the public domain unless appropriately screened by landscaping; and</li> <li>c. Make a positive contribution to the public domain.</li> </ol> </li> <li>2. New streets integrate utilities within the street reservation, with services located underground and in a manner that facilitates tree planting and consistent with the <i>Western Sydney Street Design Guidelines</i>.</li> <li>3. 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 <i>Western Sydney Street Design Guidelines</i>.</li> </ol>	The services and utilities (re designed and located to integrate with building context and the public realm.	Yes
<b>PO3</b> Infrastructure is adequately protected from development.	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>4. Locate infrastructure taking into account any future road widening to minimise relocation of assets.</li> </ol>	This will be delivered as part of the concept plan (SSD-70316465).	Yes
<b>PO4</b> Shared utility trenches combine multiple utilities within a compact area of the street verge, and futureproof service location within road cross-sections.	<ol style="list-style-type: none"> <li>1. Refer to the provisions within the <i>Western Sydney Engineering Design Manual</i> for details on shared utility trenching.</li> <li>2. Avoid placement of services within the road carriageway.</li> <li>3. Ensure sufficient width in the utility corridor.</li> <li>4. Avoid disruptive works across/ under existing carriageways.</li> <li>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.</li> </ol>	This will be delivered as part of the concept plan (SSD-70316465).	Yes
<b>PO5</b> Infrastructure allows for co-location of compatible similar uses.	<ol style="list-style-type: none"> <li>1. Allow for the installation of the following within the utility corridor: <ul style="list-style-type: none"> <li>• Recycled water purple pipes;</li> <li>• Vacuum waste collection system;</li> <li>• Hydrogen district cooling/heating systems; and</li> <li>• Micro-grids for energy sharing.</li> </ul> </li> </ol>	This will be delivered as part of SSD-70316465.	Yes
<b>PO6</b> 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.	<ol style="list-style-type: none"> <li>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.</li> <li>2. Follow the design guidance as per the <i>Western Sydney Street Design Guidelines</i> Section C5.6 Telecommunications and Section C6.3 5G Mobile Telecommunications.</li> </ol>	It is expected that telecommunication connection points shall be provided along the proposed Road 6 site frontage. Fast reliable internet will be provided on site.	Yes
<b>PO7</b> Development is to be serviced by recycled water.	<ol style="list-style-type: none"> <li>1. Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: <ol style="list-style-type: none"> <li>a. Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water;</li> <li>b. Bring a purple pipe for recycled water to the boundary of the site;</li> </ol> </li> </ol>	The development will be serviced by recycled water. Refer to the Civil Infrastructure Report (Appendix JJ).	Yes

	<ul style="list-style-type: none"> <li>c. Not top up rainwater tanks with recycled water unless approved by Sydney Water; and</li> <li>d. Design recycled water reticulation to standards required by the operator of the recycled water scheme.</li> </ul>		
<b>2.12 Sustainability</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1 Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.</b>	<ol style="list-style-type: none"> <li>1. All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site.</li> <li>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.</li> </ol>	Addressed in the ESD Report Appendix CC.	Yes
<b>2.13 Smart Places</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Implement multi-function poles (Smart Poles) where street poles are required that accommodate multiple functions.	<ol style="list-style-type: none"> <li>1. Potential services which could be incorporated into multi-function poles include: <ul style="list-style-type: none"> <li>a. RMS signals and signage;</li> <li>b. Street lighting;</li> <li>c. Telecommunications (such as mobile cellular network providers);</li> <li>d. Council digital infrastructure requirements (e.g. CCTV, signage, lighting); and</li> <li>e. Relevant sensing networks, with flexibility to enhance these in the future.</li> </ul> </li> <li>2. Meet the following design requirements: <ul style="list-style-type: none"> <li>a. Placement is a minimum of 600mm from the face of kerb;</li> <li>b. Placement avoids impacts on existing and future mature street tree canopies;</li> <li>c. Co-locate with other street furniture; and</li> <li>d. 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.</li> </ul> </li> </ol>	N/A – this will be considered in the overall the concept plan (SSD-70316465).	N/A
<b>PO2</b> Pit and pipe infrastructure support future requirements to service smart city infrastructure.	<ol style="list-style-type: none"> <li>1. Where developments are providing pit and pipe infrastructure, specifications in the <i>Digital Infrastructure Technical Report: Western Parkland City</i> are met to accommodate future smart city infrastructure.</li> </ol>	This will be delivered as part of SSD-70316465.	Yes
<b>PO3</b> Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource management throughout their operational lives	<ol style="list-style-type: none"> <li>1. Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption.</li> <li>2. Use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).</li> <li>3. Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid.</li> <li>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.</li> </ol>	Addressed in the ESD Report (Appendix CC). The buildings can be designed to meet this requirement whilst also embedding technologies to support the specific operation and functional requirements of the end user.	Yes
<b>PO4</b> Embedding smart technologies enhances experiences in the public domain and creates liveable public open spaces.	<ol style="list-style-type: none"> <li>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.</li> <li>2. The following smart solutions meet Council's system interoperability and data source requirements and are to be installed in key locations such as open space and public domain areas: <ul style="list-style-type: none"> <li>a. Dedicated internet/fibre connection points;</li> <li>b. Public Wi-Fi network that provides sufficient coverage to the whole public space;</li> <li>c. Smart lighting where key locations may be used at night-time for active uses, ensuring lighting is adequate for active and passive uses;</li> <li>d. Security cameras at key locations to ensure coverage within the public space;</li> <li>e. 'Smart bins' with capacity rubbish bin sensors;</li> <li>f. 'Smart park furniture' with USB-charging capacity and potentially Wi-Fi connectivity;</li> <li>g. Digital display screen, linked to a Council-accessible network to share key community information, data, and activities;</li> <li>h. Weather monitoring network/devices to monitor temperature and weather</li> </ul> </li> </ol>	The proposed development will meet the relevant requirements of the Western Sydney Street Design Guidelines including: Utilising innovative and sustainable materials including permeable paving to meet permeability targets. Maximising co-location of above and below ground infrastructure such as shared trenches, smart poles and street furniture to support 5G infrastructure.	Yes

	<p>within the park and have this accessible to the public; and</p> <p>i. Wireless connectivity (e.g. Bluetooth) with free access within the community's parks, particularly in proximity to the basketball court/youth spaces.</p>		
<b>2.14 Design for Safe Places</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Passive surveillance is maximised.	<ol style="list-style-type: none"> <li>1. Visibility and surveillance are provided in all areas of development.</li> <li>2. Adjoining buildings overlook public places.</li> <li>3. Building frontages face streets and transport corridors to provide passive surveillance.</li> <li>4. Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed) (as indicatively shown in Figure 9).</li> </ol>	Passive and active surveillance has been considered in the design of the development. The proposed Warehouse 1 and 2 have a frontage to Estate Road to the south and west and capable of overlooking the public domain and increasing surveillance along these streets.	Yes
<b>PO2</b> 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 visibility, enabling a greater level of security.	<ol style="list-style-type: none"> <li>1. Building entrances are accessible, clearly visible, legible and allow users to see into or out of the building before entering / exiting.</li> <li>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)</li> <li>3. Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots.</li> <li>4. If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance</li> </ol>	The proposed development has been designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles.	Yes
<b>PO3</b> 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 anti- social behaviour.	<ol style="list-style-type: none"> <li>1. Car parking areas and structures are designed in accordance with CPTED principles.</li> <li>2. Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour.</li> <li>3. Ground levels of car park structures are sleeved with active uses to support passive surveillance.</li> <li>4. Ensure passive surveillance to and from the public domain for at grade car parking areas.</li> <li>5. Pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm.</li> <li>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.</li> </ol>	The car parking areas have been designed in accordance with CPTED principles and incorporate CCTV and passive surveillance opportunities to and from the public domain.	Yes
<b>2.15 Universal Design and Access</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Buildings and public places are designed for equity, accessibility and safety.	<ol style="list-style-type: none"> <li>1. Paths, ramps, steps, and lifts comply with <i>AS 1428-2009 Design for Access and Mobility</i>.</li> <li>2. Provide safe, logical, and predicable pathways that consider: <ol style="list-style-type: none"> <li>a. Sight lines;</li> <li>b. Legibility;</li> <li>c. Weather protection;</li> <li>d. Cultural safety;</li> <li>e. The needs of children, the elderly, and people with disabilities; and</li> <li>f. Access and signage information.</li> </ol> </li> <li>3. Built form is stepped with the topography to provide at grade access for all ground floor uses.</li> <li>4. An access report is required where universal access is a requirement of the <i>Disabilities Discrimination Act 1992</i>.</li> </ol>	Addressed in BCA Report (Appendix BB).	Yes
<b>2.16 Waste Management and Circular Economy</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities.	<ol style="list-style-type: none"> <li>1. Submit a waste management plan to support circular economy activities that also details the quantity and type of waste generated and how this will be managed, reused and recycled.</li> </ol>	Addressed in Waste Management Plan (Appendix Y). The Waste Management Plan details recommendations for waste avoidance, reuse and recycling as well as waste reporting roles/responsibilities.	Yes

	<p>Where possible, incorporate technologies such as vacuum extraction or on-site food processing.</p> <ol style="list-style-type: none"> <li>2. Co-locate and integrate waste infrastructure on sites with multiple uses by providing a single collection point for waste and recycling.</li> <li>3. Demonstrate that organic waste can be managed in the building through measures such as: <ol style="list-style-type: none"> <li>a. Multiple options for on-site organic waste to maximise recovery (e.g. communal composting, worm farms, individual composting, dehydrators);</li> <li>b. Organics and recycling service to all households; or</li> <li>c. Energy generation from organic waste (anaerobic digestion) at lot and precinct scale.</li> </ol> </li> </ol>		
<b>PO2</b> Waste and recycling facilities promote waste separation and reduce contamination. Materials are separated at source to achieve higher value recovery.	<ol style="list-style-type: none"> <li>1. Collection points (including but not limited to reverse vending machines and e- waste 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.</li> <li>2. Provide separate and enclosed storage for liquid, chemicals, and hazardous waste.</li> <li>3. Where general waste chutes are used, provide for the collection of recycling and organic waste at each level within the building.</li> <li>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.</li> </ol>	Addressed in Waste Management Plan (Appendix Y).	Yes
<b>PO3</b> The location of waste management is clearly indicated for each site and neighbourhood.	<ol style="list-style-type: none"> <li>1. Provide uniform waste management design and colour coding in accordance with AS 4123 across residential and commercial developments.</li> <li>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.</li> </ol>	Addressed in Waste Management Plan (Appendix Y).	Yes
<b>PO4</b> Waste bins are provided to a level commensurate with waste produced for each development as outlined in Council's waste and recycling service.	<ol style="list-style-type: none"> <li>1. Waste storage areas are designed to: <ol style="list-style-type: none"> <li>a. Accommodate the required number and size of waste bins;</li> <li>b. Provide space for the bins to be accessed, rotated and manoeuvred for emptying;</li> <li>c. Allow for future waste separation practices; and</li> <li>d. Account for different uses in mixed use development through the provision of separate and enclosed collection rooms for both residential and commercial uses.</li> </ol> </li> <li>2. Align building design and collection points with Council's waste and recycling services and collection fleets.</li> </ol>	Addressed in Waste Management Plan (Appendix Y).	Yes
<b>PO5</b> Implement innovative waste management storage systems that are safe, healthy, and efficient.	<ol style="list-style-type: none"> <li>1. Waste storage areas are to: <ol style="list-style-type: none"> <li>a. Be well-lit and ventilated;</li> <li>b. Include water and drainage facilities for cleaning the bins and bin storage area;</li> <li>c. Be easily and conveniently accessible for all users and collection contractors;</li> <li>d. Be located so that residents do not have to walk more than 30m for access; and</li> <li>e. Comply with Local Council Policy and contractual service provisions.</li> </ol> </li> <li>2. Collection and loading points are to be: <ol style="list-style-type: none"> <li>a. Level;</li> <li>b. Free of obstructions;</li> <li>c. Easily accessible from the nominated waste and recycling storage area;</li> <li>d. Be integrated wholly within the built form to support a heightened amenity outcome;</li> <li>e. Be accessible by heavy rigid collection vehicles to permit entry and exit of the site in a forward direction;</li> <li>f. Comply with the Building Code of Australia and Relevant Australian Standards; and</li> </ol> </li> </ol>	Addressed in Waste Management Plan (Appendix Y).	Yes

	<p><b>g.</b> Comply with Local Council Policy and contractual service provisions.</p> <p><b>3.</b> Provide safe and easy access to waste and resource recovery areas for residents, building managers and collection contractors.</p> <p><b>4.</b> Ensure waste and recycling areas flexibly adapt to other types of waste and materials storage over time.</p> <p><b>5.</b> Design waste and recycling facilities to prevent litter and contamination of the stormwater drainage system.</p>		
<b>PO6</b> Waste management storage systems minimise negative impacts on the streetscape, public domain, building presentation or amenity of pedestrians, occupants, and neighbouring sites.	<p><b>1.</b> Waste storage and collection areas are to:</p> <p><b>a.</b> Where possible, be integrated wholly within the developments built form;</p> <p><b>b.</b> Not be visible from the street or public domain;</p> <p><b>c.</b> Not adjoin private open space, windows, habitable rooms, or clothes drying areas;</p> <p><b>d.</b> Not be located within front setbacks; and</p> <p><b>e.</b> Comply with Local Council Policy and contractual service provisions.</p> <p><b>2.</b> Collection points and systems are designed to minimise noise for occupants and neighbours during operation and collection.</p>	Addressed in Waste Management Plan (Appendix Y).	Yes
<b>PO7</b> Recognise waste types, generation rates and separation needs may change during the useful life of a building.	<p><b>1.</b> Waste and resource recovery facilities are sited to enable possible future expanded floor area.</p> <p><b>2.</b> Design waste and resource recovery facilities to enable installation of new, potentially larger equipment.</p>	Addressed in Waste Management Plan (Appendix Y).	Yes
<b>2.17 Subdivision design</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> To protect biodiversity values and minimise impacts on remnant native vegetation.	<p><b>1.</b> Land zoned Environment and Recreation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in accordance with a Vegetation Management Plan, including ongoing monitoring and management.</p>	N/A - lot subdivision forms part of the concept plan ((SSD-70316465).	N/A
<b>PO2</b> To respond to the natural topography and physical characteristics of the land and minimise the need to cut and fill.	<p><b>1.</b> Subdivision design shall balance cut and fill as far as practicable. Development proposals must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.</p> <p><b>2.</b> The impact on environmental values of any earthworks proposed are to be mitigated through the construction of physical barriers and sediment controls</p> <p><b>3.</b> Where a proposal is for subdivision of land only, benching is limited to road layouts and to within 15m of each newly created or proposed lot.</p>	The proposed development a DHL Stage 2 site is in accordance with the subdivision design envisaged under Burrah Park SSDA ((SSD-70316465).	Yes
<b>2.18 Earthworks and retaining walls</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> To ensure site planning considers the stability of land, its topography, geology and soils.	<p><b>1.</b> Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.</p> <p><b>2.</b> A Geotechnical Report is to be submitted with applications proposing to change site levels.</p> <p><b>3.</b> Excavation and fill shall be adequately retained and drained in accordance with the Western Sydney Engineering Design Guidelines.</p>	<p>Refer Civil Infrastructure Report at Appendix JJ.</p> <p>The proposed retaining walls and batter design to accommodate the proposed earth works will be constructed.</p>	Yes
<b>PO2</b> 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.	<p><b>1.</b> Level transitions must be managed between lots and not at the interface to the public domain.</p> <p><b>2.</b> 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).</p> <p><b>3.</b> 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 cumulative height of any retaining walls adjoining the public domain is 6.0m.</p> <p><b>4.</b> 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.</p> <p><b>5.</b> On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.</p>	Refer Civil Infrastructure Report at Appendix JJ.	Yes

	6. Retaining wall design and materials shall complement architectural and landscape design.		
<b>PO3 To encourage reuse of fill material from within the Aerotropolis Precinct.</b>	<ol style="list-style-type: none"> <li>1. Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.</li> <li>2. Where possible, fill material should be sourced from within the Aerotropolis Precinct.</li> <li>3. Topsoil should be preserved on site and suitably stockpiled and covered for re-use.</li> </ol>	Refer Civil Infrastructure Report at Appendix J.	Yes
<b>2.19 Public Art</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1</b> High-quality public art is integrated into the design and function of the development to embellish and enliven the public domain.	<ol style="list-style-type: none"> <li>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.</li> <li>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 such as: <ol style="list-style-type: none"> <li>a. Any frontage to the public domain;</li> <li>b. Building entrances; or</li> <li>c. Arcades and through site links.</li> </ol> </li> <li>3. Different types of public art may be incorporated into the following aspects of development: <ol style="list-style-type: none"> <li>a. Murals may form part of the facades of new buildings;</li> <li>b. Sculptures may be multipurpose and be integrated into urban furniture (e.g. shade, seating, water/drinking fountains or play/exercise equipment);</li> <li>c. Light installations may be combined with public lighting to support the needs of pedestrians or active transport after dark; or</li> <li>d. Artworks may form part of landscaping as part of wayfinding or interpretive walking trails.</li> </ol> </li> </ol>	N/A – the proposal does not include public art.	N/A
<b>PO2</b> 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.	<ol style="list-style-type: none"> <li>1. Artwork is the result of collaboration with an artist to deliver a coordinated and cohesive development and public art response</li> <li>2. Public art is created in conjunction with a community consultation process to ensure alignment between public art, cultural/community values, and development.</li> <li>3. Commissioning and contract processes prioritise artworks which are: <ol style="list-style-type: none"> <li>a. Created by Aboriginal artists and/or created with direct involvement and collaboration with Aboriginal communities; and/or</li> <li>b. Initiated by the local community (i.e. Unsolicited requests for public art).</li> </ol> </li> <li>4. Public art themes provide a response to elements particular to a place. Considerations include, but are not limited to: <ol style="list-style-type: none"> <li>a. Aboriginal culture and places of significance;</li> <li>b. Unique place qualities and attributes;</li> <li>c. Natural landscape elements; and/or</li> <li>d. Historical land uses; buildings, persons, and events</li> </ol> </li> </ol>	N/A – the proposal does not include public art.	N/A
<b>PO3</b> Public art is easy to maintain.	<ol style="list-style-type: none"> <li>1. Where art is permanent, use materials that are: <ol style="list-style-type: none"> <li>a. Appropriate to the landscape/environment;</li> <li>b. Resistant to vandalism;</li> <li>c. Safe for the public; and</li> <li>d. Require minimal maintenance.</li> </ol> </li> <li>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.</li> <li>3.</li> </ol>	N/A – the proposal does not include public art.	N/A

### 3.0 Development for Enterprise and Industry and Agribusiness

**3.1 Local road network and design**

Performance Outcome	Benchmark Solution	Assessment	Consistent
<p><b>PO1</b> To enable a road network that is safe and efficient for all users and minimises through traffic on minor roads.</p>	<ol style="list-style-type: none"> <li>Road design for local streets, collector streets and park edge streets as identified on the Aerotropolis Precinct Plan are to be consistent with the typical road cross-sections in this <b>Figure 10 to Figure 12</b>.</li> <li>Development applications shall be accompanied by a Traffic and Transport Report. The Report shall assess the impact of projected pedestrian and vehicular traffic associated with the proposal and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system.</li> <li>Subdivision and development are to consider the coordinated staging and delivery of surrounding road infrastructure. Development consent will only be granted to land serviced by a suitable road network with traffic capacity to service the development (to the satisfaction of the relevant roads authority).</li> <li>All parking shall be provided either on site or in centralised off- road locations.</li> <li>The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints.</li> <li>The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles.</li> <li>To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m.</li> <li>Road design shall consider arrangements for broken down vehicles and incident response.</li> </ol> <p><i>Note: All street cross-sections illustrate minimum requirements. In certain circumstances these may need to increase to respond to site specific conditions such as topography and the retention of remnant vegetation.</i></p>	<p>Internal roads will be delivered as part of the Burra Park site (SSD-70316465).</p>	<p>Yes</p>
<p><b>PO2</b> To encourage the orderly and economic provision of road and intersection works. To encourage the use of public transport, bicycles and walking.</p>	<ol style="list-style-type: none"> <li>Internal road network intersections are to be provided at the following minimum intervals:                             <ol style="list-style-type: none"> <li>Local to local industrial road – 40m-60m;</li> <li>Local to collector/distributor road – 100-200m; and</li> <li>Collector/distributor to sub-arterial – 400m-500m</li> </ol> </li> </ol>	<p>Internal roads will be delivered as part of the Burra Park site (SSD-70316465).</p>	<p>Yes</p>

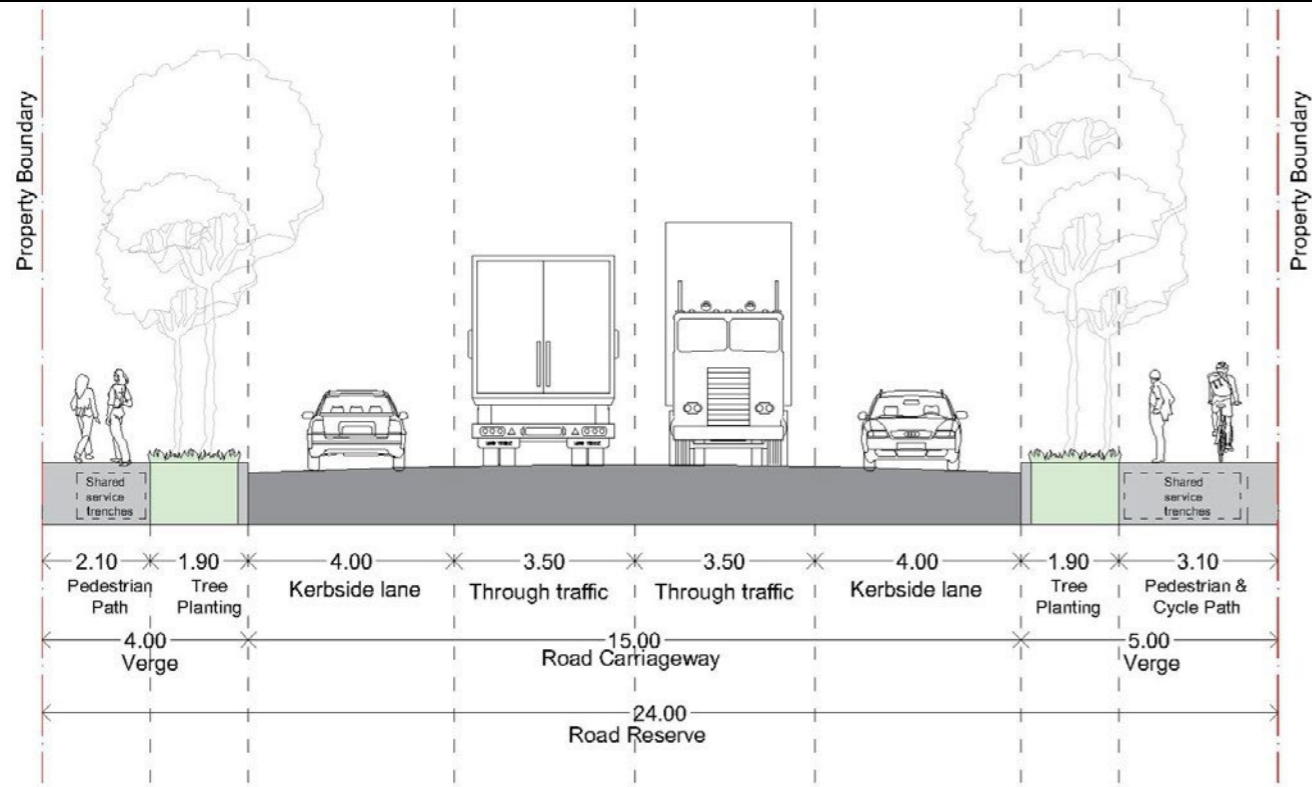
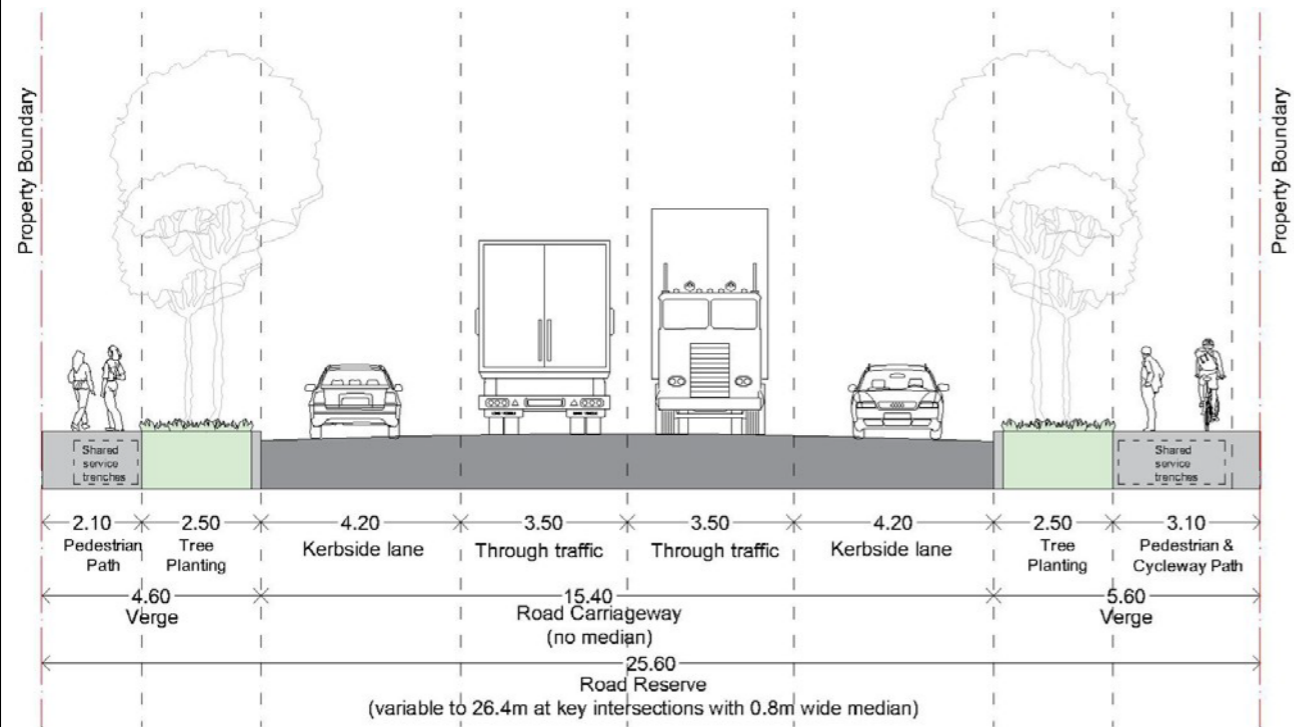


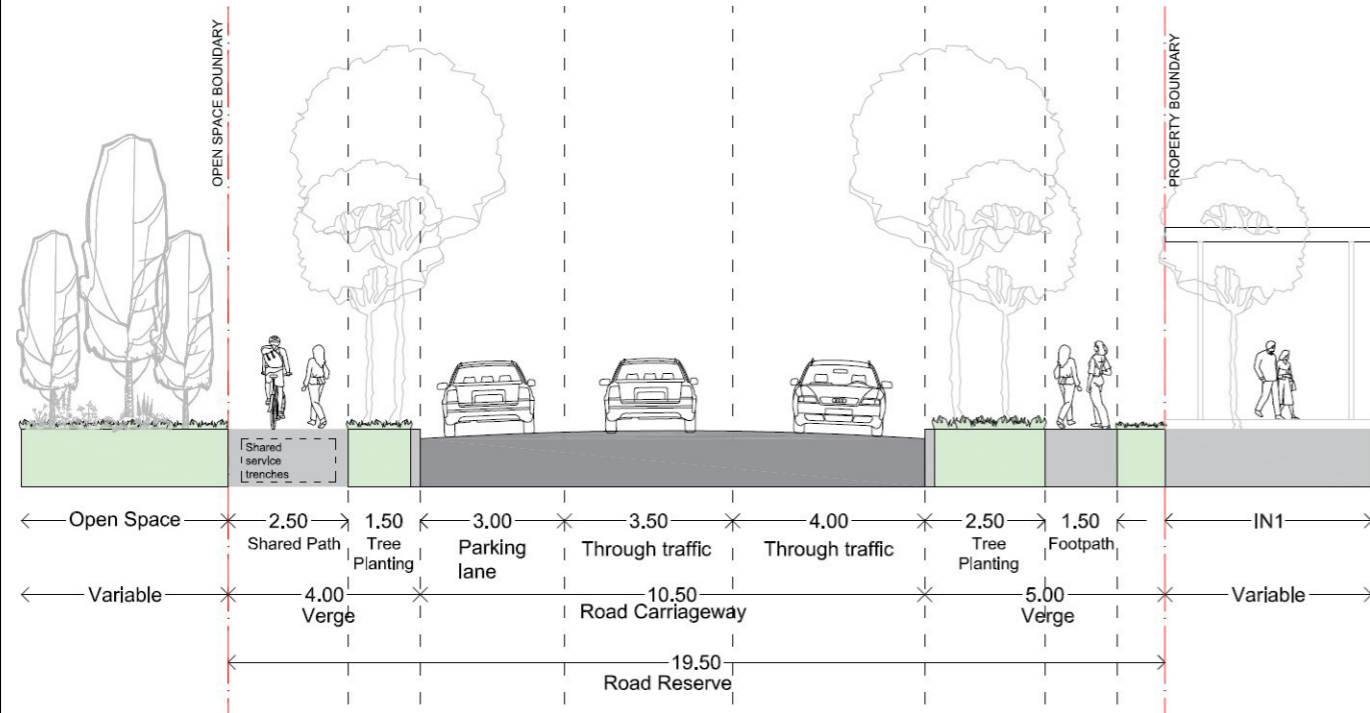
Figure 12 Typical Local Industrial Road

**Note:** Parking may be accommodated in the kerbside lane where appropriate.



**Figure 13 Typical Collector Road**

**Note:** Parking may be accommodated in the kerbside lane where appropriate.



**Figure 14 Typical Open Space Edge Road**

**3.2 Parking and travel management**

Performance Outcome	Benchmark Solution	Assessment	Consistent								
<b>PO1 To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality.</b>	<ol style="list-style-type: none"> <li>On-site car parking is to be provided in accordance with <b>Table 3</b>.</li> <li>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.</li> </ol>	A total 440 car parking spaces are proposed, with 216 spaces for Warehouse 1 and 224 spaces for Warehouse 2, in accordance with the DCP.	Yes								
<b>PO2 To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles).</b>	<ol style="list-style-type: none"> <li>Vehicular access and driveways widths must be sweep 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.</li> <li>The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.</li> <li>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.</li> <li>Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).</li> <li>Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.</li> <li>All loading and unloading areas are to be: <ol style="list-style-type: none"> <li>Integrated into the design of developments;</li> <li>Separated from car parking and waste storage and collection areas;</li> <li>Located away from the circulation path of other vehicles; and</li> <li>Located behind the building alignment of any street boundary and where visible from a public place, be provided with appropriate screening.</li> </ol> </li> <li>Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint. <ol style="list-style-type: none"> <li>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</li> </ol> </li> </ol>	The design ensures heavy vehicle movements are separated from light vehicle movements allowing for safe manoeuvring of vehicles across the site.	Yes								
<b>PO3 To minimise the impact of vehicle access points on the quality of the public domain and streetscape.</b>	<ol style="list-style-type: none"> <li>Driveways should be: <ol style="list-style-type: none"> <li>Located considering any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;</li> <li>Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; and</li> <li>For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.</li> </ol> </li> </ol>	<p>The proposed development will feature a truck entry from Estate Road 6, with an additional entry/exit point from Estate Road 6 located between Warehouses 1 and 2. This area will include a 70-meter-wide shared hardstand between the two warehouses. Additionally, there will be another entry/exit point from Estate Road 6 on the eastern side of Warehouse 2, which will include a 38-meter-wide hardstand area.</p> <p>Separate car parking entry/exit points for Warehouse 1 and Warehouse 2 will also be located on Estate Road 6.</p>	Yes								
<b>PO4 To support the complementary use and benefit of public and active transport.</b>	<ol style="list-style-type: none"> <li>The following bicycle destination facilities for staff are to be provided: <ol style="list-style-type: none"> <li>For ancillary office and retail space with a gross floor area over 2,500 sqm, at least 1 shower cubicle with ancillary change rooms;</li> <li>For industrial activities with a gross floor area over 4,000 sqm, at least 1 shower cubicle with ancillary change rooms;</li> <li>Change and shower facilities are to be located close to the bicycle storage areas; and</li> <li>Where the building is strata-titled, the facilities are to be available to all occupants.</li> </ol> </li> <li>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.</li> </ol>	Refer to Transport and Accessibility Impact Assessment (Appendix M).	Yes								
<b>Table 4 Car and bicycle parking rates</b> <table border="1"> <thead> <tr> <th rowspan="2">Activity</th> <th colspan="2">Rate</th> </tr> <tr> <th>Within 800m walking distance of a metro station</th> <th>Greater than 800m walking distance of a metro station</th> </tr> </thead> <tbody> <tr> <td></td> <td>Maximum parking rate</td> <td>Minimum parking rate      Maximum parking rate</td> </tr> </tbody> </table>		Activity	Rate		Within 800m walking distance of a metro station	Greater than 800m walking distance of a metro station		Maximum parking rate	Minimum parking rate      Maximum parking rate	Refer to Transport and Accessibility Impact Assessment (Appendix M).	Yes
Activity	Rate										
	Within 800m walking distance of a metro station	Greater than 800m walking distance of a metro station									
	Maximum parking rate	Minimum parking rate      Maximum parking rate									

<b>Industry</b>	1 space / 200 sqm	1 space / 200 sqm	1 space / 100 sqm												
<b>Warehouses or distribution centres</b>	1 space / 250 sqm	1 space / 300 sqm	1 space / 100 sqm												
<b>Freight Transport Facilities</b>	1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees, or to be determined by a car parking survey of a comparable facility.														
<b>Vehicle Body Repair Workshops/ Vehicle Repair Stations</b>	3 spaces per 100m <sup>2</sup> of gross floor area or 6 per work bay, whichever is greater														
<b>Ancillary office space</b>	1 space per 40 sqm of gross floor area														
<b>Neighbourhood shops</b>	1 space per 40 sqm of gross leasable area														
<b>Other Uses</b>	In accordance with TfNSW Guidelines or if there are no parking guidelines for a specific use, then a site specific car parking analysis will be required. This may require the applicant to submit a car parking report from a suitably qualified traffic consultant.														
<b>Accessible Parking</b>	Accessible car spaces should be in accordance with the <i>Access to Premises Standards, Building Code of Australia</i> and AS2890.														
<b>Bicycle Parking</b>	1 space per 600 sqm of gross floor area of office and retail space (over 1200m <sup>2</sup> gross floor area) 1 space per 1,000 sqm of gross floor area of industrial activities (over 2000m <sup>2</sup> gross floor area)														
<b>Table 5 Minimum design vehicle requirements for Enterprise and Industrial, Industrial and Agribusiness developments</b>				Refer to Transport and Accessibility Impact Assessment (Appendix M).	Yes										
		<table border="1"> <thead> <tr> <th>Site Area</th> <th>Design Vehicle</th> </tr> </thead> <tbody> <tr> <td>Up to 1,500 sqm</td> <td>Medium Rigid Vehicle (MRV)</td> </tr> <tr> <td>1,500 sqm – 4,000 sqm</td> <td>Heavy Rigid Vehicle (HRV)</td> </tr> <tr> <td>4,000 sqm – 20,000 sqm</td> <td>Articulated Vehicle (AV)</td> </tr> <tr> <td>Greater than 20,000 sqm</td> <td>30m PBS Level 2 Type B</td> </tr> </tbody> </table>		Site Area	Design Vehicle	Up to 1,500 sqm	Medium Rigid Vehicle (MRV)	1,500 sqm – 4,000 sqm	Heavy Rigid Vehicle (HRV)	4,000 sqm – 20,000 sqm	Articulated Vehicle (AV)	Greater than 20,000 sqm	30m PBS Level 2 Type B		
Site Area	Design Vehicle														
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4,000 sqm – 20,000 sqm	Articulated Vehicle (AV)														
Greater than 20,000 sqm	30m PBS Level 2 Type B														
<b>3.3 Built form</b>															
<b>3.3.1 Building siting and design</b>															
<b>Performance Outcome</b>	<b>Benchmark Solution</b>		<b>Assessment</b>	<b>Consistent</b>											
<b>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.</b>  <b>To minimise the impact of buildings upon the surrounding public realm, including areas of environmental significance, landscape value and residential uses.</b>	<ol style="list-style-type: none"> <li>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.</li> </ol>		<p>The proposal aims to promote high-quality design through the use of materials and colours to provide articulation and break up long, continuous warehouse facades.</p> <p>The proposed warehouses feature simple and functional massing, consistent with the operational requirements for large-format warehousing.</p> <p>The buildings will be constructed on a level building pad and will not contain under crofts. Parking and loading areas will be screened by on-lot landscaping.</p>	Yes											
<b>3.3.2 Building setbacks</b>															
<b>Performance Outcome</b>	<b>Benchmark Solution</b>		<b>Assessment</b>	<b>Consistent</b>											
<b>PO1 To provide a consistent streetscape design and landscaped transition to the public realm.</b>  <b>To enhance the visual quality of development and the urban landscape.</b>  <b>To minimise the impact of overshadowing to adjoining buildings and open space.</b>	<ol style="list-style-type: none"> <li>Building setbacks are to be in accordance with <b>Table 5</b>.</li> <li>Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding primary arterial roads): <ol style="list-style-type: none"> <li>Landscaping;</li> <li>Maintenance/rehabilitation of biodiversity corridors or areas;</li> <li>Utility services installation;</li> <li>Cross-overs;</li> <li>Fire access roads;</li> <li>Approved signage;</li> <li>Street furniture; or</li> <li>Drainage works.</li> </ol> </li> <li>Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be</li> </ol>		The proposed design allows for a consistent streetscape along Estate Road.	Yes											



Lots fronting a public road with a setback containing off street car parking areas	Minimum 13m	Minimum 6m		
Note: Refer to the Aerotropolis Precinct Plan Section 4.6.2 for relevant road hierarchies.				
<b>3.3.4 Building and architectural design</b>				
<b>Performance Outcome</b>	<b>Benchmark Solution</b>		<b>Assessment</b>	<b>Consistent</b>
<b>PO1 To ensure buildings achieve a high level of sustainability and environmental performance.</b>	<ol style="list-style-type: none"> <li>1. Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.</li> <li>2. Development proposals shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: <ol style="list-style-type: none"> <li>a. Building and window orientation;</li> <li>b. Window size and glass type;</li> <li>c. Insulation;</li> <li>d. Natural ventilation and light with generous, all weather openings;</li> <li>e. Utilise extensive roof areas for energy and water collection;</li> <li>f. Air flow, ventilation and building morphology to support cooling; and</li> <li>g. Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.</li> </ol> </li> </ol>		Refer ESD Report at Appendix CC.	Yes
<b>3.3.5 Communal outdoor areas</b>				
<b>Performance Outcome</b>	<b>Benchmark Solution</b>		<b>Assessment</b>	<b>Consistent</b>
<b>PO1 To contribute to amenity for employees</b>	<ol style="list-style-type: none"> <li>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.</li> <li>2. In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.</li> <li>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.</li> <li>4. Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use.</li> <li>5. Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21 June.</li> <li>6. Outdoor communal areas shall immediately adjoin a staffroom/lunchroom with kitchen facilities. Where this is not possible, the outdoor communal area is to be provided with a suitably designed weatherproof outdoor kitchen for the use of staff.</li> </ol>		Communal outdoor area with landscaping and plantings. Is provided adjacent to the office space on ground level at each warehouse.	Yes
<b>3.4 Signage</b>				
<b>Performance Outcome</b>	<b>Benchmark Solution</b>		<b>Assessment</b>	<b>Consistent</b>
<b>PO1 To permit the adequate display of information concerning the identification of premises, the name of the occupier, and the activity conducted on the land.</b>	<ol style="list-style-type: none"> <li>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.</li> <li>2. Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.</li> <li>3. Sky signs and roof signs that project vertically above the roof of a building are not permitted.</li> <li>4. In the case of multiple occupancy of a building or site: <ol style="list-style-type: none"> <li>a. Each development should have at least one single directory board listing each occupant of the building or site;</li> <li>b. Only one sign is to be placed on the face of each premises either located on or over the door; and</li> <li>c. Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.</li> </ol> </li> </ol>		<p>A signage and wayfinding strategy has been included in the accompanying Urban Design Report (Appendix K).</p> <p>The proposed signage is compatible with the proposed industrial land and desired future character of the area. The proposed signage will not detract from the streetscape and will not disrupt vehicular flow.</p>	Yes
<b>PO2 To minimise the visual impact of signage. To prevent distraction to motorists and minimise the potential for traffic conflicts.</b>	<ol style="list-style-type: none"> <li>1. Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level.</li> <li>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.</li> </ol>		<p>Site signage will be designed to complement the overall urban and landscape design.</p> <p>All signage will maintain appropriate safety standards and will not obstruct views of traffic signs or distract drivers or pedestrians.</p>	Yes

	<ol style="list-style-type: none"> <li>3. Signs are to be contained fully within the confines of the wall or awning to which they are mounted.</li> <li>4. Illuminated signs are not to detract from the architecture of the building during daylight.</li> <li>5. Illumination (including cabling) of signs is to be either: <ol style="list-style-type: none"> <li>a. Concealed;</li> <li>b. Integral with the sign;</li> <li>c. Provided by means of carefully designed and located remote or spot lighting.</li> </ol> </li> <li>6. A curfew may be imposed on the operation of illuminated signs where continuous illumination may adversely impact the amenity of residential buildings or the environment.</li> <li>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.</li> <li>8. A maximum of one illuminated sign is permitted on each elevation of each building.</li> <li>9. Illuminated signage shall be oriented away from residential receivers.</li> </ol>	Signage will be consistent with the overall amenity of the precinct.	
<b>3.5 Lighting</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1 To provide adequate external security lighting for employment activities, whilst minimising adverse impacts on adjoining premises and surrounding rural-residential areas.</b>	<ol style="list-style-type: none"> <li>1. Lighting details shall be provided as part of development proposals.</li> <li>2. Lighting is to be designed or directed to not cause light spill onto adjoining sites, sensitive receivers or impact Airport operations. Lighting details shall be provided as part of development proposals.</li> </ol>	External security lighting will be provided.	Yes
<b>PO2 To encourage energy efficient lighting.</b>	<ol style="list-style-type: none"> <li>1. Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.</li> </ol>	The development includes energy efficient lighting. Refer ESD Report at Appendix CC.	Yes
<b>3.6 Fencing</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1 To ensure that the design and location of fencing is integrated within the development and is suitable for its purpose and setting.</b>	<ol style="list-style-type: none"> <li>1. Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.</li> <li>2. Palisade fencing is encouraged.</li> <li>3. Solid fences above 1 metre in height are not permitted along street frontages.</li> </ol>	Any fencing provided will be designed as suitable to the site and development.	Yes
<b>PO2 To ensure that the security needs of the development are satisfied in a manner which complements the surrounding landscape design and streetscape quality.</b>	<ol style="list-style-type: none"> <li>1. No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.</li> <li>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.</li> </ol>	Any fencing provided will be designed to ensure the safety of the development is not hampered.	Yes
<b>3.7 Noise and amenity</b>			
<b>Performance Outcome</b>	<b>Benchmark Solution</b>	<b>Assessment</b>	<b>Consistent</b>
<b>PO1 To ensure noise and vibration do not adversely impact human health and amenity.</b>  <b>To ensure building design adequately protects workers and surrounding receivers from noise and vibration.</b>	<ol style="list-style-type: none"> <li>1. Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.</li> <li>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).  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.</li> <li>3. 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.</li> <li>4. The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.</li> </ol>	The proposed development does not impact human health and amenity. Refer Noise and Vibration Impact Assessment at Appendix N.	Yes

	<p><b>5.</b> Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.</p> <p><b>6.</b> Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.</p>		
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