

2.1 RECOGNISING COUNTRY

Performance Outcome	Benchmark Solution	Comment	Consistent
2.1.2 Engagement Requirements			
PO1 The cultural values and heritage, waterways and landscapes of Country form a key structuring element of development. Development retains and connects and provides access to landscape elements including ridgelines, waterways and native vegetation.	<ol style="list-style-type: none"> 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"> cultural values and heritage significance, particularly within moderate to high areas of Aboriginal heritage sensitivity; significant cultural landscape elements, as they relate to cultural values; and significant waterways or bodies and areas of surrounding riparian vegetation as they relate to cultural values. Development proposals must outline how findings of the cultural values research have informed the planning and design, including the spatial layout of the site and the public domain, including areas used for open space, stormwater management and or biodiversity conservation and outline any potential impacts and mitigation measures. Development is to respect and respond to: <ol style="list-style-type: none"> Identified significant sites, places, views, traditional movement corridors and narratives of Country; The natural landscape, including topography and native vegetation by providing clear and legible links (within the road network and public domain) between ridgetops and creek lines and retaining native vegetation clusters and corridors through the siting of buildings; and Natural systems, including significant tributaries and waterways in the Wianamatta-South Creek catchment by avoiding significant impacts to ecological condition and the function of ecosystems as well as protect and restore native riparian vegetation. Development proposal design must ensure water management infrastructure and processes are responsive to Country and prioritise natural solutions that enhance the overall waterway systems condition, function and connections. 	An Aboriginal Cultural Heritage Assessment (ACHA) was completed by Ecological as part of the IPG Master Plan. An assessment of cultural significance was undertaken as part of the ACHA report. It is made in relation to five values, consisting of social or cultural historic, scientific, aesthetic and spiritual. In addition to this, a Connecting with Country Framework was prepared by Yerrabingin as part of the IPG Master Plan, which provides details of the potential impacts to the cultural values of the site and the mitigating, country design considerations. The intent / objective of these document, was to inform a Design Quality Strategy, to guide future development applications on the site. This DQS has been the guiding tool which has informed the design of the ADC.	Yes
PO2 Parks and public open space provide spaces for outdoor cultural practice, learning and play to support connection to culture and Country.	<ol style="list-style-type: none"> 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). 	The design of all public open space is being completed under the IPG Master Plan, and does not form part of the ADC EIS.	Yes
PO3 Development is guided and informed by Aboriginal people and their cultural knowledge and practice of caring for Country.	<ol style="list-style-type: none"> 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). 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. Development proposals must outline how cultural knowledge has been integrated into environmental assessment and management strategies, and should consider opportunities for ongoing land management and enterprise and economic development. 	This has been considered in the broader IPG Master Plan with its accompanying Connecting with Country Framework prepared by Yerrabingin. The appropriate, ongoing communications will be held with the Aboriginal people to continue the integration of traditional knowledge into assessments and management plans under the Master Plan, however it is not considered relevant or required under the ADC.	Yes
PO4 Aboriginal culture is celebrated and embedded within building design.	<ol style="list-style-type: none"> 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. 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. 	This has occurred as part of the ACHA prepared for the IPG Master Plan.	Yes

Performance Outcome	Benchmark Solution	Comment	Consistent
PO5 Development enables appropriate provision of built cultural infrastructure including dedicated spaces for cultural practice, places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community.	<ol style="list-style-type: none"> 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). 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). 	The IPG Master Plan site will contain a Local Centre with an area of 3 hectares and does not contain metropolitan and/or specialised centres.	Yes
PO6 Cultural narratives are embedded in public art.	<ol style="list-style-type: none"> 1. Public art should respond to culture and Country, particularly within identified areas of significant Aboriginal heritage and value. 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"> a. Provide input into the preparation of the public art brief, and b. Contribute to the design of the public art. 	Public art does not form part of the ADC project, and rather is captured and addressed under the IPG Master Plan.	Yes
PO7 Place names incorporate local Aboriginal language to enhance and strengthen the cultural connection to place.	<ol style="list-style-type: none"> 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. 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. 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). 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. 	There are no existing geographical features or public art within the Site. This has been considered in the broader masterplan and Connecting with Country Framework prepared by Yerrabingin as prt of the IPG Master Plan.	Yes
PO8 Wayfinding signage incorporates Aboriginal language, knowledge and art to enhance and strengthen the cultural connection to place.	<ol style="list-style-type: none"> 1. Wayfinding signage for development proposals is to be informed by cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate). 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. 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. 	This has been considered in the broader IPG Master Plan and accompanying Connecting with Country Framework prepared by Yerrabingin	Yes

2.2 HERITAGE

Performance Outcome	Benchmark Solution	Assessment	Consistent
2.2.1 Aboriginal Cultural Heritage			
PO1 New development adjacent to or within the vicinity of an item or place of Aboriginal heritage significance or cultural value should not impact on that item, or place. Development is to consider visual and physical connections	<ol style="list-style-type: none"> 1. New development is appropriately sited to ensure that the curtilage or setting of the Aboriginal item or place of cultural value is retained. 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. 	An ACHA was completed by Ecological as part of the IPG Master Plan which identifies the site has been heavily disturbed from past land use. The ACHA recommends mitigation measures to ensure cultural values of the Aboriginal sites and potential deposits be protected. The ADC is located in accordance with the IPG Master Plan findings, therefore further consideration of this requirements is not required.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
between items and places.			
PO2. Heritage items and landscapes shall provide for long-term conservation outcomes	<ol style="list-style-type: none"> 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. 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. 	As above.	Yes
PO3 The archaeological potential of sites is to be determined as part of detailed site investigations. Aboriginal archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	<ol style="list-style-type: none"> 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"> a. Unexpected finds procedure; b. Monitoring during works; or c. Formal salvage excavation. 	As above.	Yes
2.2.2 Non-Aboriginal and European Heritage			
PO4 Archaeological sites are conserved, and significant archaeological remains are protected and interpreted.	<ol style="list-style-type: none"> 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. 	The Historical Heritage Assessment prepared by Ecological submitted with the IPG Master Plan identifies that study area has low	Yes

2.3 STORMWATER, WATER SENSITIVE URBAN DESIGN AND INTEGRATED WATER MANAGEMENT

Performance Outcome	Benchmark Solution	Assessment	Consistent
2.3.1 Waterway Health and Riparian Corridors			
PO1 Development retains and restores native vegetation and riparian corridors	<ol style="list-style-type: none"> 1. Development maintains and protects waterways in accordance with the following guidelines: <ol style="list-style-type: none"> 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. 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. 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. d. Where a development is associated with, or will affect, a waterway of Strahler Order 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. 3. Weeds from creeks, streams and riparian areas are removed and replaced with appropriate native planting. 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 	<p>The Civil Engineering Report prepared by AT&L (Appendix H) provide for solutions relating to stormwater and drainage modelling for the ADC site in conjunction with the broader IPG Master Plan site.</p> <p>Alternative benchmark solution</p> <p>Amend Section 2.3.1 PO1 (1) (c) to read: <i>Within riparian corridor 3 of Master Plan, which is defined as the eastern corridor, along the Wianamatta-South Creek alignment (refer to Figure 48 Riparian Corridor of the Master Plan), Strahler stream order 2 corridors can be interrupted to support the delivery of land uses and a riparian street as anticipated under the Precinct Plan, provided stormwater modelling can achieve appropriate measures to mitigate reduced flows as a result of the breach.</i></p> <p>Amend Section 2.3.1 PO1 (6) to read: <i>Stormwater infrastructure can be located within land identified as noncertified land within the Master Plan if it can be demonstrated no adverse impacts to biodiversity can be achieved.</i></p> <p>The ADC site is not affected by creeks or streams.</p>	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<p>certification approvals. Stormwater infrastructure is not to be located within land identified as avoided or land managed as a reserve.</p> <p>5. Weeds from creeks, streams and riparian areas are removed and replaced with appropriate native planting.</p> <p>6. 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>		
<p>PO2 Protect key aquatic habitat where it occurs.</p>	<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>	<p>The ADC site is not affected by aquatic habitat.</p>	<p>Yes</p>
<p>PO4. 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>	<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>1. 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>2. 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>2. Despite any other provision of this DCP, for lots in the Mixed Use zone with development that includes active ground floor uses:</p> <p>2.1. 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>2.2. 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>3. 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>4. 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>3. 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> <p><i>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.</i></p>	<p>Not relevant to the ADC, however it is noted the IPG Master Plan seeks to amend Section 2.3.1 PO4 (2) to read:</p> <p><i>2. Active transport paths and supporting public domain amenities within the Eastern and Central Riparian Corridors of the Master Plan can encroach the inner 50% provided consistency with the riparian corridors objectives in Table 16 of the VMP (Appendix D of the Master Plan) are maintained and achieved, in relation to ecological restoration and vegetation delivery. These encroachments can be delivered in accordance with the indicative locations identified in the figures below</i></p>	<p>Yes</p>

Performance Outcome	Benchmark Solution	Assessment	Consistent																				
PO1 Development applications must demonstrate compliance with the stormwater quality targets at all times through interim stormwater management measures incorporated within the development, or by connection to the regional stormwater system once operational.	5. Compliance with the water quality targets below are satisfied where development applications demonstrate: 5.1. 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 5.2. The requirements of PO4 in Section 2.3.2 are met. 6. 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>	The Civil Report incorporating Water Cycle Management has been prepared by Costin Roe Consulting included at Appendix H confirmed that the ADC development (including construction) complied with the stormwater quality targets at all times.	Yes																				
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PO2 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.	7. Compliance with the stormwater flow targets below are satisfied where development applications demonstrate: <ol style="list-style-type: none"> To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system, and The requirements of PO4 Section 2.3.2 are met. 8. 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 to be designed to achieve the following stormwater flow targets:	The Civil Report incorporating Water Cycle Management has been prepared by Costin Roe Consulting included at Appendix H confirmed that the ADC development (including construction) complied with the stormwater flow rates targets at all times.	Yes																								
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1. The WMS is to provide details of: <ol style="list-style-type: none"> The approach to WSUD (including conceptual design details of the stormwater drainage, WSUD systems and on site detention) and how the approach will be implemented, including detail of ongoing management and maintenance responsibilities. This includes if the system is to be fenced, landscaped and maintained for the entirety of the operation of the system. Where required under PO1 and PO2, how the approach to WSUD complies with the water quality and flow objectives and targets consistent with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPE, 2022). 	The Integrated Water Cycle Management Plan prepared by IDC which supports the IPG Master Plan identifies that the broader IPG estate can meet the relevant stormwater quantity, quality and flood management measures. The ADC will connect into this broader system, which has been explained further in at&I's Civil Report included at Appendix H of this EIS.	Yes																									
1. Development includes the following stormwater management measures within each lot created by the development: <ol style="list-style-type: none"> Minimum pervious areas to meet the requirements of PO8. Gross pollutant traps (GPTs) designed in accordance the Regional Stormwater Authority technical guidance. Passively irrigated street trees are provided in accordance with the provisions of clause 2.4.5 of this DCP. 			The water and stormwater management measures within the Civil Engineering Report have been prepared in accordance with SEARs and the 'Technical guidance for achieving Wianamatta-South Creek stormwater management targets' (2022) , 'MUSIC modelling toolkit for Wianamatta-South Creek and other relevant policies and guidelines including the Aerotropolis Precinct Plan and the Aerotropolis DCP.	Yes																							
1. Designs shall ensure that flows are safely conveyed to avoid unsafe conditions for pedestrians and vehicles and to meet the requirements of Australian Rainfall & Runoff Guidelines 2019.					Gutters and overland flow paths along roads and open spaces have been designed to safely convey overland flows.	Yes																					

Performance Outcome	Benchmark Solution	Assessment	Consistent
convey overland flows	<ol style="list-style-type: none"> 2. Trunk drainage capable of conveying 1% AEP flow shall be designed as naturalised channels connecting to the existing stream system. 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. 4. Naturalised trunk drainage channels will commence when 15 ha of catchment contribute runoff flows. 		
PO8 Lots achieve minimum perviousness to meet stormwater drainage manager requirements and green and cooling objectives	<ol style="list-style-type: none"> 9. Development is to demonstrate that the perviousness rates identified below are achieved. Development in the Mixed Use Zone: <ol style="list-style-type: none"> 9.1.1. Mixed Use Centre (over 2:1 FSR) – 30% 9.1.2. Mixed Use Centre (up to 2:1 FSR) – 35% Development in the Enterprise and Agribusiness Zone: <ol style="list-style-type: none"> 9.1.3. Employment – business, commercial, light industrial (three storeys and above) – 30% 9.1.4. Employment – Large format industrial and light industrial (up to two storeys) – 15% <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> 10. The site area pervious requirement is to be calculated in accordance with the following index: <ul style="list-style-type: none"> ▪ Deep soil (one metre or more in depth, connected subsoil) – 100% ▪ Shallow soil (less than one metre in depth, not connected to subsoil) – 75% ▪ Permeable pavement – 50% Hardstand – 0% ▪ <i>Note: as an example of application of the above ratios:</i> <ol style="list-style-type: none"> 10.1.1. Site area (comprising development lots and streets) is 1,000 square metres in a large format industrial area (up to 2 storeys) 10.1.2. 150 square metres of pervious area would be required if it is 100% deep soil 10.1.3. 300 square metres of pervious area would be required if it is 100% permeable pavement <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> 	The proposed ADC delivers the required 15% dep soil area.	Yes

2.4 VEGETATION AND BIODIVERSITY

Performance Outcome	Benchmark Solution	Assessment	Consistent
2.4.1 Deep Soil and Tree Canopy			
PO1. Consolidate areas of deep soil and tree canopy and provide minimum dimensions which allow for sufficient tree planting.	<ol style="list-style-type: none"> 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. 2. Deep soil areas are to be a minimum 3m by 3m in dimension. 3. Consolidate deep soil areas by establishing them right up to abutting boundary walls and fence lines. 4. Consolidate deep soil in setback areas and locate with adjoining deep soil areas in adjoining properties. 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. 6. Deep soil planting areas are to be de-compacted before planting with no services to be installed within these zones. 	<p>Alternative benchmark solution</p> <p>Amend Section 2.4.1 PO1 (1) to read:</p> <p><i>On-lot development for enterprise and light industrial development within the Master Plan to achieve canopy cover target of at least 15%.</i></p> <ul style="list-style-type: none"> ▪ <i>Streetscape and road corridors to achieve a canopy cover target of at least 50%.</i> <p><i>On-lot development within the local centre to achieve a canopy cover target of at least 30%.</i></p> <p>Amend Section 2.4.1 PO1 (5) to read:</p>	Yes

On-lot development for enterprise and light industrial development within the Master Plan to achieve canopy cover target of at least 15%.
 Streetscape and road corridors to achieve a canopy cover target of at least 50%. • On-lot development within the local centre to achieve a canopy cover target of at least 30%.

The proposed ADC complies with these requirements.

2.4.2 Protection of Biodiversity

PO2 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.	<ol style="list-style-type: none"> 1. Mitigation to be undertaken in accordance with the following best practice guidelines for threatened ecological communities (TEC): <ol style="list-style-type: none"> a. Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (NSW Department of Environment and Climate Change, 2008) within and adjacent to the TEC; and 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). 2. Fencing is to be constructed where required to protect threatened species habitat. Site design allows access to fencing for ongoing maintenance. 3. Temporary protective fencing to be erected around areas identified for conservation on or immediately adjoining the site prior to construction commencing. 4. Allow public access to temporary fencing to ensure ongoing maintenance throughout construction. 5. Protect integrity of temporary fencing during construction. 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). 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. 8. Contain domestic cats and dogs within certified-urban capable land, consistent with relevant council guidelines as permitted and appropriate. 9. Provide for the reuse of native plants (including but not limited to seed collection) and 10. topsoil from development sites that contain known or potential native seed bank. 	The ADC is being undertaken on land which is wholly biodiversity certified.	Yes
PO3 Development facilitates the connected movement of native animals through the landscape.	<ol style="list-style-type: none"> 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. 2. Movement of fauna is facilitated within and through wildlife corridors by: <ol style="list-style-type: none"> a. Ensuring that development, services and landscaping associated activities do not create barriers to the movement of fauna along and within wildlife corridors. b. Protect fauna from potential construction hazards during pre-construction and construction. 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. 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. 	NA	Yes
PO4 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"> 1. The following threatened species require setbacks: <ul style="list-style-type: none"> Grey-headed flying fox: <ol style="list-style-type: none"> i. Grey-headed flying fox camp requires 100m setback to any buildings and development; ii. The setback area should be maintained free of flying fox roosting habitat; and iii. A flying fox management plan should be provided to demonstrate management and mitigation measures. Raptors: <ol style="list-style-type: none"> i. Raptor nests require a 500m circular setback from where nests are in extensive undisturbed bushland; and ii. Where nests are located closer to existing developments, a minimum circular setback distance of 250m should be maintained along with an undisturbed corridor at least 100m wide extending from the nest to the nearest foraging grounds. 	NA	Yes
PO6 Bushfire risk is minimised.	<ol style="list-style-type: none"> 1. Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones. 	NA	Yes
PO7 Retain and protect koala populations and their habitats	<ol style="list-style-type: none"> 1. For all certified-urban capable land adjacent to koala habitat, the following controls apply: <ol style="list-style-type: none"> a. Design subdivision layout, including perimeter roads and asset protection zones to reduce impacts to, and protect areas of, adjacent koala habitat. 	NA	Yes

through mitigating indirect and ongoing impacts from development.

- b. Signpost areas adjoining koala habitat to identify koalas in the area and associated penalties for non-compliance.
 - 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.
 - 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.
2. Where a koala exclusion fence is not installed between koala habitat and certified-urban capable land, the following development controls apply:
- 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 [Translocation Operational Policy](#).
 - b. Implement a tree-felling protocol to avoid impacts to koalas in trees to be cleared.
 - 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.

Pre-construction Temporary Fencing

- 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.

Dog Containment Fencing

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

Development Operation

- g. Manage roadside vegetation to increase the visibility of koalas.

Vehicle Strike

- h. Implement traffic calming measures for all development
 - i. Implement 40km/hr speed limit restrictions on local roads adjacent to koala habitat.
 - 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.
 - iii. Install traffic calming devices such as speed humps and audible surfacing along perimeter roads adjacent to koala habitat.
 - 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.

2.4.4 On Lot and Streetscape Landscaping and Preferred Plant Species

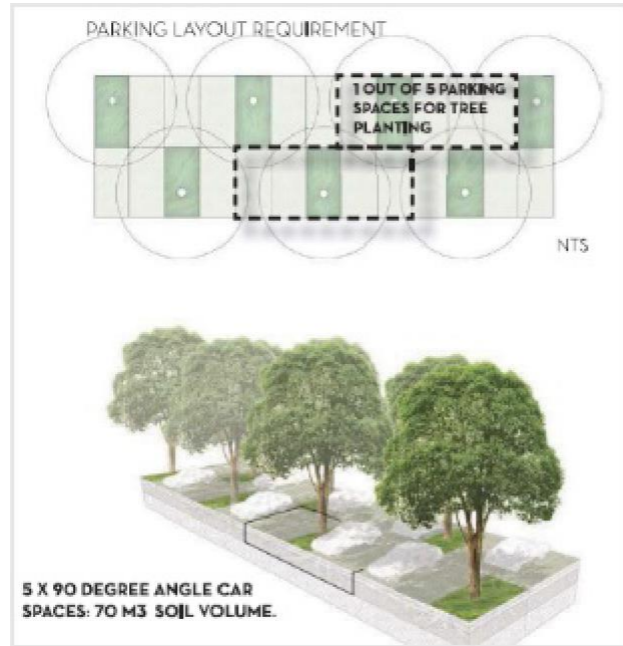
PO1 Plant species are provided in accordance with the preferred species identified for the Aerotropolis.	1. Landscaping in development is to incorporate a diverse range plant species, as per the Aerotropolis DCP preferred Species List provided at Appendix B of this DCP. Prioritise use of Cumberland species, followed by other species that are suitable for the purpose and the microclimatic conditions of the site.	Yes
PO2 Landscape design reflects the cultural landscape and is integrated with the design intent of the architecture and built form.	1. Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines. 2. Size and scale of landscaping is responsive to the bulk and scale of the development.	Yes
PO3 Landscaping complements the views to and from	1. Use appropriate species to screen side (where sufficient width permits) and rear boundaries and enhance visually obtrusive land uses or building elements (e.g. waste enclosures).	Yes

the public domain, as well as to and from public and private open spaces within the site.

<p>PO4 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.</p>	<ol style="list-style-type: none"> 1. Trees are planted in unobstructed spaces where they have a minimum of 3 x mature trunk diameter space to grow and to limit upheaval of pavements and infrastructure. 2. Trees are not to penetrate operational airspace and tree heights should encourage wildlife movements below the OLS, where practical. 3. Demonstrate that species have been selected to ensure that at maturity, heights and root systems will achieve adequate clearance from streetlights and underground services such as stormwater pits. 4. If required, trees can be planted in underground engineered tree pits to provide sufficient underground space to sustain the tree to maturity and beyond. 5. Trees are planted and spaced to ensure the locations and spacings permit the trees to establish and reach maturity with their canopy and trunk being unimpeded. 	<p>Alternative benchmark solution</p> <p>Amend Section 2.4.4 PO4 (3) to read: 3. Tree species selection within the Master Plan must ensure tree heights are no greater than the permissible height of buildings, and must be guided by both wildlife risk mitigation measures</p>	<p>Yes</p>
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<p>PO5 Landscaping design promotes safety and surveillance.</p>	<ol style="list-style-type: none"> 1. Within high use areas (e.g., car parking areas, children’s play areas and walkways), trees at maturity have clean trunks to a height of 1.8m around facilities. 2. Medium height shrubs (0.6m – 1.8m) are avoided along paths and close to windows and doors to maintain sight lines and allow for passive surveillance. 3. Landscaping in the vicinity of a driveway entrance does not obstruct visibility for the safe ingress and egress of vehicles and pedestrians. 		<p>Yes</p>
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<p>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.</p>	<ol style="list-style-type: none"> 1. Provide 1 medium tree for every 5 at grade car spaces, and maximise shading (as listed and shown in the image below) by: <ol style="list-style-type: none"> 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. 	<p>Planting has been provided throughout the car park, however the ephasis on numbers has been guided by the requirement for 15% to be delivered on the site.</p>	<p>Yes</p>
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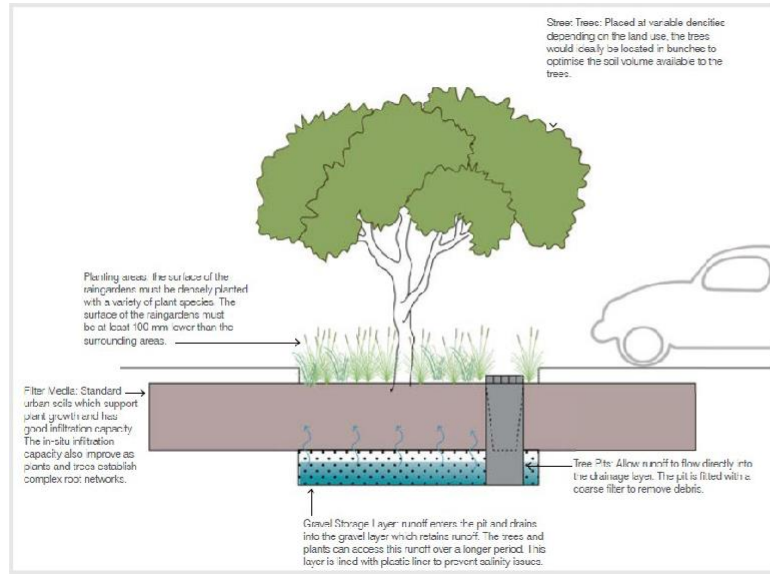


2. Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road.
3. Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.5m is provided above the basement, measured from the top of the slab, and including the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

2.4.5 Street Tree Planting Requirements			
Performance Outcome	Benchmark Solution	Assessment	Consistent
<p>PO1 Development is to incorporate street</p>	<ol style="list-style-type: none"> 1. Street Tree heights and canopy spread are to be commensurate with the road reserve dimension. 	<p>Street tree planting has been provided as part of the IP G estate, and does not form part of the ADC proposal.</p>	<p>Yes</p>

trees within public road reserves, designed to be passively irrigated through the stormwater drainage system and maximise stormwater losses through evapotranspiration.

- 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:



PO2 Continuous tree canopy cover is achieved along both sides of the street.

- Provide verge street trees as indicated below:

NA

Yes



Source: Western Sydney Street Design Guidelines

- Provide kerb extension trees as indicated below:



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.

PO3 Streets trees mitigate urban heat.	1. Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day.	NA	Yes
	2. Provide 80% of east-west oriented streets with shade for active transit users during the hottest times of the day.		
	3. Provide for deep soil planting within the streetscape, to enable trees to reach mature heights and contribute to canopy cover.		
	4. Provide landscaping within at grade car parking areas.		

2.5 FLOODING AND ENVIRONMENTAL RESILIENCE MANAGEMENT

Performance Outcome	Benchmark Solution	Assessment	Consistent
2.5.1 Flood Management			
PO1 Conveyance and storage of floodwaters through the floodplain is	<ol style="list-style-type: none"> Except for concessional development, development is not permissible in this area – refer to clause 4.24 of the Parkland City SEPP. For concessional development, the applicant is to demonstrate that the structure can be undertaken in accordance with a Flood Impact and Risk Assessment 	A Flood Risk and Impact Assessment has been prepared by IDC in their Integrated Water Cycle Management Strategy submitted as part of the IPG Master Plan. Detailed technical information pertaining to the TUFLOW modelling and output completed by IDC has been provided as part of this EIS package. The following conclusions were made:	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
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.	(FIRA). 3. The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: a. Flooding on the development; b. The development on flooding; c. Flooding and the development on property and the existing and future community; and d. Climate change consistent with the objectives of this DCP. 4. The FIRA has considered the impacts on flooding due to encroachment of structures and the associated collection of debris and potential for blockage. 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.	<ul style="list-style-type: none"> The FIRA prepared by IDC has concluded that all IPG development lots are above the 1% AEP + 0.5m freeboard and 0.2% AEP flood levels. Minor encroachment of floodwaters existing in some isolated lots in the PMF event. There are negligible adverse impacts to upstream and downstream flood levels and properties due to the proposed estate development by IPG. In the Wianamatta South Creek catchment, all works are above the PMF flood levels and therefore no further analysis is required. Mapping taken from the IDC report are included in the EIS for reference. 	Consistent
PO2 Development has minimal impact on flood behaviour.	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). 2. The FIRA demonstrates that the structure will not increase flood affectation to existing and proposed development within and outside the development site. 3. The FIRA considers the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control. 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.	As above	Yes
PO3 Structures are designed and constructed so that they remain structurally sound for the life of the development considering flood and debris forces.	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). 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). 3. All structures are of flood-compatible building components below or at the flood planning level. 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).	The design has considered this requirement and is able to comply.	N/A
PO6 Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	1. No external storage of materials which may cause pollution or be potentially hazardous during any flood.	Can comply.	Yes
PO7 Fencing is designed and constructed so that it does not impede and/or direct the flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land.	1. Use open type fencing. 2. Fencing is not permissible unless it can be shown, through a FIRA, not to impact on flood conveyance or behaviour.	Can comply.	N/A
PO8 Earthworks including cut and fill do not impact flood storage areas.	1. The FIRA demonstrates earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.	The Flood Risk and Impact Assessment has been prepared by IDC in their Integrated Water Cycle Management Strategy submitted as part of the IPG Master Plan confirms this.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
2.5.2 Mitigating Urban Heat Island Effect			
PO1 Site layout of development and public domain mitigates urban heat island effect.	<ol style="list-style-type: none"> 1. Evaporative cooling is enabled through implementation of design initiatives and features, including: <ol style="list-style-type: none"> a. Misting infrastructure in public places during high and extreme heat days; and b. Irrigation of private open spaces (using harvested stormwater) with 50% of grassed areas and 100% trees irrigated. 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. 3. Public seating has adequate shading. 	<ul style="list-style-type: none"> ▪ Where feasible, the project has incorporated permeable paving and porous surfaces for extensive paving areas. ▪ The landscaping design will include at least 15% deep soil across all lots. 	Yes
PO2 Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.	<ol style="list-style-type: none"> 1. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access. 2. Provide western and northern facades with external shading devices to shield the building from hot summer sun, while allowing direct sunlight in winter. 3. Integrate green infrastructure into buildings, including healthy vegetation, green walls, and irrigation in open spaces. 4. A minimum of 50% of non-industrial rooftops are to be either vegetated, light coloured or irrigated using harvested stormwater. 5. Low heat conductive materials, appropriate insulation, wider eaves on northern and western facades reduce passive internal heating of the building. 6. To minimise energy use, buildings can: <ol style="list-style-type: none"> a. apply green roof and green façade/wall elements to reduce heat loads on internal spaces; b. Use external shading on north and north west facades; c. Use sub floor ventilation; and d. Provide outdoor clothes drying facilities. 	<ul style="list-style-type: none"> ▪ Passive design strategies such as performance glazing, shading, orientation and use of insulation will be utilised to reduce demand on the mechanical air conditioning systems. 	Yes
2.5.3 Salinity			
PO1 The extent and location of salinity in the landscape and hydrogeologic regimes are accurately identified.	<ol style="list-style-type: none"> 1. Undertake salinity investigations prior to development and prepare a Salinity Management Plan. 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. 3. A detailed salinity analysis, to be prepared by a qualified expert, will be required if: <ol style="list-style-type: none"> a. An initial investigation shows the site as saline or affected by salinity; or b. The site of the proposed development has been identified as being a moderately saline area on the Western Sydney Potential Salinity Map. 	The Salinity Management Plan (ref. PSM5424-009L, dated 04 December 2024) submitted with the IPG Master Plan is to be adhered to during the design and construction phase.	Yes
PO2 Development avoids disturbing high-risk saline soils to minimise the movement of salt in the landscape, increase soil health and prevent soil structural decline.	<ol style="list-style-type: none"> 1. Demonstrate that disturbance to the natural hydrological system is minimised by: <ol style="list-style-type: none"> a. Maintaining effective drainage, or where modification occurs, the modification provides effective drainage systems; b. Reducing waterlogging on the site and the potential for waterlogging via landscape-led design; c. Having minimal impact on the water table; and d. Having minimal impact on the hydrogeologic regime for sub soils, lateral flows, and deep groundwater systems. 	As above.	N/A
PO3 Salinity management and codes of practise are adhered to and based on NSW and local government guidelines.	<ol style="list-style-type: none"> 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"> a. Western Sydney Salinity Code of Practice (Western Sydney Regional Organisation of Councils, 2003). b. Western Sydney Hydrogeological Landscapes: May 2011 (First Edition) data package. c. Relevant Australian Standards, including AS 2159, AS 2870, AS 3600, AS 3700 and AS 2870; and d. Local Government salinity initiative documents, including: 	As above.	N/A

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<ul style="list-style-type: none"> i. Site Investigations for Urban Salinity; ii. Land Use Planning and Urban Salinity; iii. Building in a Saline Environment; and iv. Roads and Salinity. <p>2. Where soil sampling is required to be undertaken as part of salinity investigations, provide the following details:</p> <ul style="list-style-type: none"> a. Location of investigation soil samples and bores on plan; b. Electrical conductivity (EC) and texture profiling down the soil profile; c. Density of sampling; d. Use of electromagnetic (EM) survey; and e. Preliminary block layout to allow for development plans to address salinity issues. 		
PO4 Achieve healthy ecosystems by supporting soil ecology and support water retention in the clay landscape of the Cumberland Plain.	1. Retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors.	As above.	Yes
2.5.4 Acid Sulfate Soils			
PO1 Acid sulfate soils are managed during development to ensure reuse of acid sulfate soil (with treatment) is considered and managed with no adverse impact to the environment, waterways, and infrastructure.	<ul style="list-style-type: none"> 1. An Acid Sulphate Soils Assessment is to be provided with all development applications. 2. Disposal of any acid sulfate soil as waste during development is undertaken in accordance with guidelines made and approved by the NSW EPA. 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. 	As above.	N/A
PO2 Infrastructure and concrete and steel structures placed in acid sulfate soil or within waterways for land development is designed to withstand acid sulfate soil environments.	1. Development is designed in accordance with relevant standards to withstand increased corrosion and durability impacts associated with acid sulfate soil.	As above.	N/A
PO3 Land development avoids excavation, dewatering and disturbance of acid sulfate soil.	1. Landscape-led design minimises the potential for environmental and waterway impacts from development on acid sulfate soils.	As above.	
2.5.5 Erosion and Sediment Control			
PO1 Development is to ensure 80% of all flows leaving the construction site achieves total suspended solids of 50mg/L or less and a pH of 6.5-8.5 during the construction and	<ul style="list-style-type: none"> 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. 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. 3. The ESCP or CPESC must illustrate that appropriate controls have been 	As above. The sediment and erosion control plan will mitigate the impact of construction and earthworks on the surrounding environment.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent								
building phases until the site is stabilised and landscaped	planned which will, when implemented, minimise erosion of soil from the site and, accordingly, sedimentation of drainage systems and waterways.										
	<table border="1"> <thead> <tr> <th>Parameter</th> <th>Construction Phase Target (reduction in mean annual load from ur</th> </tr> </thead> <tbody> <tr> <td>Total suspended solids (TSS) and pH</td> <td>All exposed areas greater than 2,500m² must be provided with sediment designed, implemented and maintained to a standard which would achieve average annual runoff volume of the contributing catchment treated (i.e. effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH No release of coarse sediment is permitted for any construction or buildi Sites less than 2,500m² are required to comply with the requirements of</td> </tr> <tr> <td>Oil, litter and waste contaminants</td> <td>No release of oil, litter or waste contaminants.</td> </tr> <tr> <td>Stabilisation</td> <td>Prior to completion of works for the development, and prior to removal o site surfaces must be effectively stabilised including all drainage system An effectively stabilised surface is defined as one that does not, or is no evidence of soil loss caused by sheet, rill or gully erosion or lead to sedi contamination.</td> </tr> </tbody> </table>	Parameter	Construction Phase Target (reduction in mean annual load from ur	Total suspended solids (TSS) and pH	All exposed areas greater than 2,500m ² must be provided with sediment designed, implemented and maintained to a standard which would achieve average annual runoff volume of the contributing catchment treated (i.e. effectiveness) to 50mg/L Total Suspended Solids (TSS) or less, and pH No release of coarse sediment is permitted for any construction or buildi Sites less than 2,500m ² are required to comply with the requirements of	Oil, litter and waste contaminants	No release of oil, litter or waste contaminants.	Stabilisation	Prior to completion of works for the development, and prior to removal o site surfaces must be effectively stabilised including all drainage system An effectively stabilised surface is defined as one that does not, or is no evidence of soil loss caused by sheet, rill or gully erosion or lead to sedi contamination.		
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2.6 ROAD DESIGN FOR ARTERIAL AND SUB ARTERIAL ROADS

Performance Outcome	Benchmark Solution	Assessment	Consistent
Road design for Arterial and Sub-Arterial Roads			
PO1 The design, functionality and safety of arterial and sub-arterial roads is consistent across the Aerotropolis Growth Area.	<ol style="list-style-type: none"> 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. 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. Implement fauna-sensitive road design elements to minimise environmental impacts, such as vehicle strike during and after road construction and upgrading. <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>	The ADC gains site access to Estate Road 3, which has been designed to integrate with the surrounding proposed road network.	Yes
PO2 Support temporary site access that is required but not currently available	<ol style="list-style-type: none"> 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"> The development complies with all other development standards; and The consent authority is satisfied the carrying out of the development will not compromise road safety. 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. 	Temporary access for construction is proposed, however will not be required for the operation of the ADC	Yes
2.7 Parking design and access			
PO1 The design and layout of car parking	<ol style="list-style-type: none"> Parking is to meet AS 2890 and AS 1428 	The proposed parking has been designed in accordance with AS2890 and AS1428.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
and vehicular access is safe and functional.			
PO2 Prioritise use of basement car parking areas in mixed use areas and Centres.	<ol style="list-style-type: none"> 1. A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement. 2. Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level. 	No basement parking is proposed as part of this development	N/A
PO3 Where required due to flooding or geological constraints preventing the use of basements, at grade and above ground car parking does not detract from public domain or amenity.	<ol style="list-style-type: none"> 1. Parking areas do not significantly interfere with pedestrian through-site links. 	Parking areas have been designed to ensure any on-site pedestrian movement is not affected.	Yes
PO4 Above ground car parking is designed to activate the streetscape and not detract from the public domain.	<ol style="list-style-type: none"> 1. Locate vehicle access points on the secondary frontage or via a rear lane. 2. Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages. 3. Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building. 	Parking is proposed at-grade	N/A
PO5 Utilise integrated parking solutions to service multiple development sites.	<ol style="list-style-type: none"> 1. Where integrated basement car parking is used, these: <ol style="list-style-type: none"> a. Must provide shared access to the integrated basement car parking area; b. Must demonstrate how shared access for adjoining sites, including circulation paths and breakthrough walls, will function and are to be accommodated; c. Have basement structures at a depth that adequately accommodates services, stormwater drainage and other infrastructure; and 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. 	No integrated basement parking is proposed as part of this development.	N/A
PO6 Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements.	<ol style="list-style-type: none"> 1. Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes. 2. At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition. 3. Separate pedestrian and bicycle access from vehicular circulation areas. 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. 5. Change pavement (colour and/or texture) to: <ol style="list-style-type: none"> a. Provide clear demarcation between pedestrian and vehicle spaces; and b. Reduce vehicle speeds at entries or key nodes. c. For the egress points of larger developments, install stop signs and lines for motor vehicles crossing pedestrian and bicycle. d. Provide separate pedestrian access routes to building entries from the public domain and parking areas. e. Pedestrian access routes are direct, with good sightlines, intuitive wayfinding, and easy gradients. 	<ul style="list-style-type: none"> ▪ Pedestrian and bicycle access has been separated from vehicle circulation areas. ▪ Heavy vehicle access is fully separated from staff and visitor parking and light vehicle access points. Separated access from staff and visitor parking is provided to office buildings within each site. 	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<p>f. Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas.</p>		
<p>PO7 Vehicle access arrangements and queuing areas on a site shall minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees.</p>	<ol style="list-style-type: none"> 1. Locate vehicle access points on the secondary frontage or rear lanes with access and egress points provided in a forward direction. 2. Where a site has frontage to a classified road, provide access to an alternate road. 3. Ensure that all vehicles can enter and exit in a forward direction. 4. Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements. 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. 	<ul style="list-style-type: none"> ▪ Vehicle access is located to the single site frontage onto Estate Road 3. ▪ All access points have been designed to ensure vehicles enter and exit site in a forward direction, with access designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles. 	Yes
<p>PO8 Car parking spaces and associated infrastructure are designed with the potential to transition to other uses</p>	<ol style="list-style-type: none"> 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"> a. Retrofitting of utilities and services (water, electricity, and internet); b. Building code requirements for a range of uses; c. Removable ramps; d. Greater reinforcement, such as steel (as residential/commercial spaces are heavier than car parks); and e. Flexible approaches for night-time use (see images below). 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. 	N/A	Yes
<p>PO10 Utilise tandem, stacked, and mechanical parking where appropriate.</p>	<ol style="list-style-type: none"> 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. 2. Access to mechanical parking installations is to be designed in accordance with AS 2890. 3. Tandem or stack parking will only be permitted where: <ol style="list-style-type: none"> a. Each tandem or stacked parking arrangement is limited to a maximum of two spaces; b. The maximum parking limit for spaces in the development is not exceeded; c. they are used for staff parking only; d. They are not used for service vehicle parking; and e. The manoeuvring of stacked vehicles is able to occur wholly within the premises. 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. 5. Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes. 6. The minimum length of a tandem space is 10.8m. 	No tandem, stacked and/or mechanical parking is proposed as part of this development.	N/A

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO11 Smart technology to be incorporated in large car parks (over 100 spaces) to improve functionality.	1. For development (over 100 spaces), provide technology which tracks real-time car movement such as wireless parking bay sensors and dynamic signage to guide drivers.	<ul style="list-style-type: none"> ▪ Parking sensors and other technology to manage and record travel behaviour will be provided for the site. 	Yes
2.8 Travel Demand Management			
PO1 Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes.	1. A Travel Plan must be submitted for: <ul style="list-style-type: none"> a. Any residential developments containing more than 50 residential units; and b. Any commercial or industrial developments which accommodates more than 50 employees. 	N/A	Yes
2.9 Service and loading design			
PO1 Provide on-site loading and servicing that meets the demand generated by the development.	<ol style="list-style-type: none"> 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. 2. All servicing, including waste and recycling collection, to be carried out wholly within the site with collection points at convenient locations. 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. 	Servicing is to occur at grade, and not within a basement.	Yes
PO2 Loading and unloading facilities are adaptable to future technologies.	1. Loading and unloading facilities are adaptable to technology or other services (e.g., food donation operations, or reverse logistics to return items for reuse or repair).	The design of the loading and unloading facilities have been designed to meet the future needs of ALDI. This includes spatial allowance for adaptable purposes as the need arises.	Yes
PO3 Service vehicle types are appropriate to the scale and requirements of the proposed development.	<ol style="list-style-type: none"> 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. 2. Residential developments containing more than 60 dwellings provide at least 1 service delivery space, capable of accommodating at least a: <ul style="list-style-type: none"> a. Medium Rigid Vehicle (MRV); and b. Heavy Rigid Vehicle (HRV). 3. Swept turning paths provided for HRV and single articulated vehicles (20m). 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. 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: <ul style="list-style-type: none"> a. Intended use of the premises; b. Frequency of deliveries/collections; c. Size and bulk of goods to be delivered/collected; d. Size of vehicles to be used; and e. Likely impacts on traffic safety and efficiency on adjoining roads. 	Access for heavy vehicles is via Road 3 which been designed to ensure access to loading docks and recessed areas accommodate B doubles and larger vehicles without blocking the primary access point.	Yes
2.10 Airport Safeguarding			
PO1 Development does not generate turbulent emissions	1. Any plumes caused by a development do not: <ul style="list-style-type: none"> a. Have peak vertical velocities of more than 4.3m/sec; or 	The Aviation Impact Assessment at Appendix P includes mitigation measures that would concentrate on deflecting, cooling or expanding the flow of the plume to the reduce the concentration of energy, thus mitigating the risk.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
into the protected airspace.	<p>b. Incorporate flares, unless an aviation impact assessment is completed and determines flares are acceptable.</p>		
PO2 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>a. Motorway and freeway lighting;</p> <p>b. Flare plumes from industrial activities;</p> <p>c. Flood lighting from stadiums or outdoor recreation facilities; and</p> <p>d. Construction lighting.</p> <p>2. Lighting within the primary light control zones – Zones A, B, C and D:</p> <p>a. Must not exceed the following intensity of light above a 3-degree horizontal:</p> <p>i. Zone A – 0 candela (cd);</p> <p>ii. Zone B – 50 cd;</p> <p>iii. Zone C – 150 cd; and</p> <p>iv. Zone D – 450 cd.</p> <p>OR</p> <p>b. Be fitted with a screen/shroud that prevents the light emission above the horizontal plane.</p> <p>3. Proposals within 6km of the Airport:</p> <p>a. Must not include coloured or flashing lights; or</p> <p>b. Where coloured or flashing lights are to be incorporated, the proposal must be referred to the relevant Commonwealth body</p> <p>c. The appearance, material, reflectivity and aesthetics of the roofscapes consider the flight path and flight zone.</p> <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>	<ul style="list-style-type: none"> ▪ The Aviation Impact Assessment at Appendix P confirms the proposal complies with the provisions of the Civil Aviation Regulations 1988. ▪ A condition of consent will ensure lighting will not exceed the light intensity identified in PO2. And will not include coloured or flashing lights. ▪ The roof scape material proposed in Stage 1 is a non-reflective appearance. 	Yes
2.10.2 Noise			
PO1 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.	<p>1. Residential development is constructed in accordance with Table 3.</p> <p>2. An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels.</p> <p>Note: 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>	N/A as residential development is not proposed	N/A
2.10.3 Wildlife Hazards			
PO1 Development does not attract wildlife which would create a safety	<p>1. All waste bins are designed and installed with fixed lids.</p> <p>2. Any bulk waste receptacle or communal waste storage area is contained within enclosures that cannot be accessed by birds or</p>	All waste is appropriately stored and outlined in the Waste Management Report (Appendix DD).	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
hazard to the operations of the Airport.	<p>flying foxes.</p> <p>3. Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.</p> <p>4. Buildings and structures are designed to minimise the opportunity for roosting areas</p>		
PO2 Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport.	<p>1. Refer to Appendix B for a list of suitable landscape species.</p> <p>2. In areas within the 3km wildlife buffer but outside of the Parkland Priority Areas shown in Figure 8, a report prepared by a suitability qualified and experienced ecologist is to be submitted with any application when the landscaping plan:</p> <p>a. Incorporates alternative landscape species not listed within Appendix B;</p> <p>b. Incorporates landscape species denoted within the landscape species list;</p> <p>c. Will result in more than 5 trees being planted in 1 group (group refers to touching mature canopies); and/or</p> <p>d. Provides a spacing between a group of 5 or more trees that is less than 100m.</p> <p>e. The ecologist report is to consider building, site, and water body design outcomes and/or landscape maintenance measures that will mitigate bird and flying fox attraction and roosting areas.</p>	<p>The Landscape Plan submitted with the IPG Master Plan provides a list of the landscape species sought to be delivered across the estate. These have been incorporated into the on-lot design of the ADC. The planting provides a balanced approach on these competing requirements has been adopted, accordingly, the tree species are proposed to be delivered include:</p> <ul style="list-style-type: none"> The landscape plans provide for fully restored riparian zones using species and densities that would be typical of a riparian corridor in Western Sydney and therefore include species that may attract wildlife. On-lot landscaping will feature wildlife attracting species very sparingly (only 3 or 4 per lot in Key areas) All other trees will be non- bird attracting species. Street trees will be selected from the exempt species list in the DCP (species that are not considered 'bird attracting') and that can be used within the 3km radius of the Western Sydney Airport. <p>Additional Performance Outcome to Section 2.10.3 PO2 (4):</p> <p>4. Landscape species within the Master Plan are to be delivered in accordance with the planting strategy, planting typologies and species selection in Section 8.5.3.2 of the Master Plan.</p>	Yes
2.11 Services and Utilities			
PO1 Site is serviced with electricity.	<p>1. Meet the design requirements as per the <i>Western Sydney Street Design Guidelines</i> Section C5.4 Electricity.</p> <p>2. Locate electricity supplies within verge.</p>	Infrastructure will be developed in an efficient manner to ensure it is staged with the proposed Master Plan.	Yes
PO2 Services and utilities (hydrants, NBN boxes etc) are designed and located to integrate with building context and the public realm.	<p>1. Infrastructure is designed and located to:</p> <p>a. Integrate with building design and the public domain;</p> <p>b. Not be visible from the public domain unless appropriately screened by landscaping; and</p> <p>c. Make a positive contribution to the public domain.</p> <p>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>.</p> <p>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>.</p>	N/A	Yes
PO3 Infrastructure is adequately protected from development.	<p>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.</p> <p>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.</p> <p>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.</p> <p>4. Locate infrastructure taking into account any future road widening to minimise relocation of assets.</p>	The proposal is consistent with this performance objective.	Yes
PO4 Shared utility trenches combine multiple utilities within a compact	<p>1. Refer to the provisions within the <i>Western Sydney Engineering Design Manual</i> for details on shared utility trenching.</p> <p>2. Avoid placement of services within the road carriageway.</p>	The proposal is consistent with this performance objective.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
area of the street verge, and futureproof service location within road cross-sections.	<ol style="list-style-type: none"> 3. Ensure sufficient width in the utility corridor. 4. Avoid disruptive works across/ under existing carriageways. 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. 		
PO5 Infrastructure allows for co-location of compatible similar uses.	<ol style="list-style-type: none"> 1. Allow for the installation of the following within the utility corridor: <ul style="list-style-type: none"> • Recycled water purple pipes; • Vacuum waste collection system; • Hydrogen district cooling/heating systems; and • Micro-grids for energy sharing. 	N/A	Yes
PO6 Provide fast, reliable, and high-speed fixed and wireless internet connectivity across the Aerotropolis to the standards listed in the Australia and New Zealand Smart Cities Council's Code for Smart Communities.	<ol style="list-style-type: none"> 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. 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. 	N/A	Yes
PO7 Development is to be serviced by recycled water.	<ol style="list-style-type: none"> 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"> a. Be designed in a manner that does not compromise waterway objectives, with stormwater harvesting prioritised over reticulated recycled water; b. Bring a purple pipe for recycled water to the boundary of the site; c. Not top up rainwater tanks with recycled water unless approved by Sydney Water; and d. Design recycled water reticulation to standards required by the operator of the recycled water scheme. 	Rainwater reuse measures will be provided as part of the ADC. Recycled water pipes will be reticulated throughout the estate by IPG with provisions for future connection to Sydney Water's recycled water main	Yes
2.12 Sustainability			
PO1 Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.	<ol style="list-style-type: none"> 1. All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site. 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. 	ALDI's commitment to Net Zero is outlined in a written statement provided at Appendix X	Yes
2.13 Smart Places			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Implement multi-function poles (Smart Poles) where street poles are required that accommodate multiple functions.	<ol style="list-style-type: none"> 1. Potential services which could be incorporated into multi-function poles include: <ol style="list-style-type: none"> a. RMS signals and signage; b. Street lighting; c. Telecommunications (such as mobile cellular network providers); d. Council digital infrastructure requirements (e.g. CCTV, signage, lighting); and e. Relevant sensing networks, with flexibility to enhance these in the future. 2. Meet the following design requirements: <ol style="list-style-type: none"> a. Placement is a minimum of 600mm from the face of kerb; b. Placement avoids impacts on existing and future mature 	Such requirements do not sit with the ADC project, and rather relate to the IPG Master Plan to be delivered.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<p>street tree canopies;</p> <p>c. Co-locate with other street furniture; and</p> <p>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.</p>		
PO2 Pit and pipe infrastructure support future requirements to service smart city infrastructure.	<p>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.</p>	As above - NA	Yes
PO3 Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource management throughout their operational lives	<p>1. Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption.</p> <p>2. Use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).</p> <p>3. Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid.</p> <p>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.</p>	<ul style="list-style-type: none"> ▪ Smart water meters are intended to be utilised for the project. ▪ The IPG Master Plan has considered the enabling infrastructure to provide for the on-lot addition of smart technologies for the purposes of monitoring and managing building operations and environments. This is achieved through the provision of fixed and wireless connectivity in the form of fibre-ready lots and estate wide LPWAN. Provision of lots as IoT-ready provides maximum opportunity for future tenants to utilise smart technologies in their on-lot operations. ▪ This strategic enabling approach across the estate is considered to meet the performance outcome in situations where future on-lot activity will be determined and specified by owners/tenants according to their own needs.. 	Yes
PO4 Embedding smart technologies enhances experiences in the public domain and creates liveable public open spaces.	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> a. Dedicated internet/fibre connection points; b. Public Wi-Fi network that provides sufficient coverage to the whole public space; c. Smart lighting where key locations may be used at night-time for active uses, ensuring lighting is adequate for active and passive uses; d. Security cameras at key locations to ensure coverage within the public space; e. 'Smart bins' with capacity rubbish bin sensors; f. 'Smart park furniture' with USB-charging capacity and potentially Wi-Fi connectivity; g. Digital display screen, linked to a Council-accessible network to share key community information, data, and activities; h. Weather monitoring network/devices to monitor temperature and weather within the park and have this accessible to the public; and i. Wireless connectivity (e.g. Bluetooth) with free access within the community's parks, particularly in proximity to the basketball court/youth spaces. 	Such requirements do not sit with the ADC project, and rather relate to the IPG Master Plan to be delivered.	Yes
2.14 Design for Safe Places			
PO1 Passive surveillance is maximised.	<p>1. Visibility and surveillance are provided in all areas of development.</p> <p>2. Adjoining buildings overlook public places.</p> <p>3. Building frontages face streets and transport corridors to provide passive surveillance.</p> <p>4. Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed) (as indicatively shown in Figure 9).</p>	<ul style="list-style-type: none"> ▪ As a general rule, visibility and surveillance has been prioritised in all areas of the development. ▪ The ADC design seeks to where possible, ensure passive surveillance throughout the site. It is noted however, the site relates only to a private development, where access will be restricted due to operations. 	Yes
PO2 Access and sightlines promote	<p>1. Building entrances are accessible, clearly visible, legible and allow users</p>	<ul style="list-style-type: none"> ▪ CPTED considerations have been integrated into the design of the ADC to minimise corners, poorly lit areas, laneways with low activity and other entrapment spots. 	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
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.	<p>to see into or out of the building before entering / exiting.</p> <ol style="list-style-type: none"> 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) Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots. If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance 	<ul style="list-style-type: none"> The provision of CCTV surveillance is recommended around the ADC – including during construction – to provide mechanical surveillance. The report also recommends facilities to accommodate CCTV systems for future tenants of the warehouse areas 	
PO3 Car parking areas, pathways and other elements of transport network infrastructure are in accordance with Crime Prevention Through Environmental Design (CPTED) principles to enhance public safety by discouraging crime and anti- social behaviour.	<ol style="list-style-type: none"> Car parking areas and structures are designed in accordance with CPTED principles. Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour. Ground levels of car park structures are sleeved with active uses to support passive surveillance. Ensure passive surveillance to and from the public domain for at grade car parking areas. Pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm. 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. 	<ul style="list-style-type: none"> Car parking areas and structures are adjacent to the warehouse facilities and ancillary office spaces. They have clear sightlines with good passive surveillance. The provision of CCTV facilities will provide additional mechanical surveillance extending car park areas to deter crime and antisocial behaviour. The car parks have clear access to the shared pedestrian and cycleway network on the site. All pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm. It is recommended that any façade systems used integrate safety and visual transparency to facilitate passive surveillance from and to the public realm. 	Yes
2.15 Universal Design and Access			
PO1 Buildings and public places are designed for equity, accessibility and safety.	<ol style="list-style-type: none"> Paths, ramps, steps, and lifts comply with <i>AS 1428-2009 Design for Access and Mobility</i>. Provide safe, logical, and predicable pathways that consider: <ol style="list-style-type: none"> Sight lines; Legibility; Weather protection; Cultural safety; The needs of children, the elderly, and people with disabilities; and Access and signage information. Built form is stepped with the topography to provide at grade access for all ground floor uses. An access report is required where universal access is a requirement of the <i>Disabilities Discrimination Act 1992</i>. 	<ul style="list-style-type: none"> The proposal complies with the minimum applicable accessibility requirements in, amongst other legislation, the requirements of PO1. 	Yes
2.16 Waste Management and Circular Economy			
PO1 Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities.	<ol style="list-style-type: none"> 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. Where possible, incorporate technologies such as vacuum extraction or on-site food processing. Co-locate and integrate waste infrastructure on sites with multiple uses by providing a single collection point for waste and recycling. Demonstrate that organic waste can be managed in the building through measures such as: <ol style="list-style-type: none"> Multiple options for on-site organic waste to maximise recovery (e.g. communal composting, worm farms, individual composting, dehydrators); 	<p>Waste Management Plan (WMP) has been prepared by SLR (Appendix DD). The WMP has been prepared in accordance with the relevant requirements of the SEARs and identifies waste sources and subsequently, the mitigation and management measures required to address them. The WMP aims to prioritise the prevention and minimisation of waste generation, followed by the effective management of wastes (storage, handling, transport, recycling and disposal) in a manner that minimises impact on the environment and improves resource recovery.</p>	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<ul style="list-style-type: none"> b. Organics and recycling service to all households; or c. Energy generation from organic waste (anaerobic digestion) at lot and precinct scale. 		
PO2 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"> 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. 2. Provide separate and enclosed storage for liquid, chemicals, and hazardous waste. 3. Where general waste chutes are used, provide for the collection of recycling and organic waste at each level within the building. 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. 	<p>The WMP has been design with consideration to the following waste management hierarchy principles:</p> <ul style="list-style-type: none"> • Waste avoidance, prevention or reduction of waste generation. Achievable through better design and purchasing choices. • Waste reuse, reuse without substantially changing the form of the waste. • Waste recycling, treatment of waste that is no longer usable in its current form to produce new products. • Energy recovery, processing of residual waste materials to recover energy. • Waste treatment, reduce potential environmental, health and safety risks. • Waste disposal, in a manner that causes the least harm to the natural environment. 	Yes
PO3 The location of waste management is clearly indicated for each site and neighbourhood.	<ol style="list-style-type: none"> 1. Provide uniform waste management design and colour coding in accordance with AS 4123 across residential and commercial developments. 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. 	<ul style="list-style-type: none"> ▪ Waste management design, including signage and bin coloration, would be in line with appropriate standards and guidelines. ▪ External waste storage areas would be screened from view. External waste containers are proposed to be fully enclosed and sealed roll on roll off units, preventing vermin and animals from accessing waste 	Yes
PO4 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"> 1. Waste storage areas are designed to: <ul style="list-style-type: none"> a. Accommodate the required number and size of waste bins; b. Provide space for the bins to be accessed, rotated and maneuvered for emptying; c. Allow for future waste separation practices; and d. Account for different uses in mixed use development through the provision of separate and enclosed collection rooms for both residential and commercial uses. 2. Align building design and collection points with Council's waste and recycling services and collection fleets. 	As this is an industrial site, a private waste collection contractor would be engaged for servicing.	Yes
PO5 Implement innovative waste management storage systems that are safe, healthy, and efficient.	<ol style="list-style-type: none"> 1. Waste storage areas are to: <ul style="list-style-type: none"> a. Be well-lit and ventilated; b. Include water and drainage facilities for cleaning the bins and bin storage area; c. Be easily and conveniently accessible for all users and collection contractors; d. Be located so that residents do not have to walk more than 30m for access; and e. Comply with Local Council Policy and contractual service provisions. 2. Collection and loading points are to be: <ul style="list-style-type: none"> a. Level; b. Free of obstructions; c. Easily accessible from the nominated waste and recycling storage area; d. Be integrated wholly within the built form to support a heightened amenity outcome; e. Be accessible by heavy rigid collection vehicles to permit entry and exit of the site in a forward direction; 	<ul style="list-style-type: none"> ▪ Waste storage and collection areas have been designed to best practice guidelines such as the NSW EPA Waste Management and Recycling in Commercial and Industrial Facilities (2012) and the Penrith Development Control Plan 2014. ▪ The waste management plan is a living document and is to be updated in line with future resource recovery goals, technology and processes. 	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<ul style="list-style-type: none"> f. Comply with the Building Code of Australia and Relevant Australian Standards; and g. Comply with Local Council Policy and contractual service provisions. <ol style="list-style-type: none"> 3. Provide safe and easy access to waste and resource recovery areas for residents, building managers and collection contractors. 4. Ensure waste and recycling areas flexibly adapt to other types of waste and materials storage over time. 5. Design waste and recycling facilities to prevent litter and contamination of the stormwater drainage system. 		
PO6 Waste management storage systems minimise negative impacts on the streetscape, public domain, building presentation or amenity of pedestrians, occupants, and neighbouring sites.	<ol style="list-style-type: none"> 1. Waste storage and collection areas are to: <ul style="list-style-type: none"> a. Where possible, be integrated wholly within the developments built form; b. Not be visible from the street or public domain; c. Not adjoin private open space, windows, habitable rooms, or clothes drying areas; d. Not be located within front setbacks; and e. Comply with Local Council Policy and contractual service provisions. 2. Collection points and systems are designed to minimise noise for occupants and neighbours during operation and collection. 	All waste collection activities would occur fully within the confines of the site, in an area clearly marked for waste loading.	Yes
PO7 Recognise waste types, generation rates and separation needs may change during the useful life of a building.	<ol style="list-style-type: none"> 1. Waste and resource recovery facilities are sited to enable possible future expanded floor area. 2. Design waste and resource recovery facilities to enable installation of new, potentially larger equipment. 	<ul style="list-style-type: none"> ▪ Waste storage and collection areas are to be flexible in their design to allow for future tenancy changes which may impact waste generation. ▪ Refer to response to PO5 ▪ Please refer to Section 5.2.1 of the Waste Management Plan (Appendix DD) 	Yes
2.18 Earthworks and retaining walls			
PO1 To ensure site planning considers the stability of land, its topography, geology and soils.	<ol style="list-style-type: none"> 1. Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability. 2. A Geotechnical Report is to be submitted with applications proposing to change site levels. 3. Excavation and fill shall be adequately retained and drained in accordance with the Western Sydney Engineering Design Guidelines. 	The scope of works for which consent is sought under this EIS relate only to those works required once the site is benched and established. That is, project specific earthworks to facilitate the ADC building pad and hardstand area are included as part of this SSDA. Proposed cut and fill depths have been provided within the Civil Engineering Drawings at Appendix G, noting the key change is to remove a batter from the western edge of the lot, and replace with a tiered retaining wall.	Yes
PO2 To ensure that earthworks and retaining wall construction is suitably designed and landscaped to ameliorate its visual presentation to and from the public domain and adjacent properties.	<ol style="list-style-type: none"> 1. Level transitions must be managed between lots and not at the interface to the public domain. 2. Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level). 3. Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m. 4. The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped. 5. On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs. 6. Retaining wall design and materials shall complement architectural 	The proposal does not seek earthworks which will create a retaining structure adjacent public domain, rather interfaces with a proposed drainage and riparian zone.	Yes

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

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<p>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.</p>		

3.0 DEVELOPMENT FOR ENTERPRISE AND INDUSTRY AND AGRIBUSINESS

Performance Outcome	Benchmark Solution	Assessment	Consistent																		
3.1 Local road network and design																					
PO1 To enable a road network that is safe and efficient for all users and minimises through traffic on minor roads.	<ol style="list-style-type: none"> 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 Figure 10 to Figure 12. 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. 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). All parking shall be provided either on site or in centralised off- road locations. The internal road pattern is to facilitate 'through-roads' with cul-de-sacs to be avoided unless dictated by topography or other constraints. 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. 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. Road design shall consider arrangements for broken down vehicles and incident response. <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>	<ul style="list-style-type: none"> The road design for the Master Plan complies with this control, noting the ADC seeks access from Estate Road 3. comprehensive assessment of the traffic, parking and access arrangements has been provided within the Traffic Impact Assessment at Appendix K, described further in Section 6.1 of the EIS. 	Yes																		
PO2 To encourage the orderly and economic provision of road and intersection works. To encourage the use of public transport, bicycles and walking.	<ol style="list-style-type: none"> Internal road network intersections are to be provided at the following minimum intervals: <ol style="list-style-type: none"> Local to local industrial road – 40m-60m; Local to collector/distributor road – 100-200m; and Collector/distributor to sub-arterial – 400m-500m 	Does not form part of this EIS.	Yes																		
3.2 Parking and travel management																					
PO1 To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality.	<ol style="list-style-type: none"> On-site car parking is to be provided in accordance with Table 3. 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. 	<ul style="list-style-type: none"> The Aerotropolis DCP outlines the required provisions for car parking on site. For Warehouse developments, the DCP requires: <ol style="list-style-type: none"> A minimum of one parking space per 300sqm for warehouse uses, to a maximum of one parking space per 100sqm One parking space per 40sqm of GFA for office uses One motorcycle space for each ten car parking spaces provided on site One Electric Vehicle (EV) space to each 40 car parking spaces provided on site Accessible parking provided in accordance with Access to Premises Standards, Building Code of Australia and AS2890. 	Yes																		
		<table border="1"> <thead> <tr> <th>Land Use</th> <th>Yield (m²)</th> <th>Min. Parking Rate</th> <th>Min. Parking Requirement</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Warehouse</td> <td>103,893</td> <td>1 space per 300 sqm GFA</td> <td>347</td> <td rowspan="3">408</td> </tr> <tr> <td>Ancillary Office</td> <td>2,813</td> <td>1 space per 40 sqm GFA</td> <td>71</td> </tr> <tr> <td>Total</td> <td>106,706</td> <td></td> <td>418</td> </tr> </tbody> </table> <p>he proposed parking provisions of 408 parking spaces results in a shortfall of 10 spaces when assessed against the DCP requirements. Notwithstanding, first principles assessment has been undertaken below to demonstrate the DCP requirements actually exceeds the maximum number of vehicles expected for the ADC, noting that tenant specific data is available. It is envisaged that a first principles assessment based on the tenant operational information would provide a more accurate representation of the parking requirements associated with the Site.</p>	Land Use	Yield (m ²)	Min. Parking Rate	Min. Parking Requirement	Proposed	Warehouse	103,893	1 space per 300 sqm GFA	347	408	Ancillary Office	2,813	1 space per 40 sqm GFA	71	Total	106,706		418	
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Performance Outcome	Benchmark Solution	Assessment	Consistent
PO2 To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles).	<ol style="list-style-type: none"> 1. 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. 2. The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area. 3. Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas. 4. Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%). 5. Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site. 6. All loading and unloading areas are to be: <ol style="list-style-type: none"> a. Integrated into the design of developments; b. Separated from car parking and waste storage and collection areas; c. Located away from the circulation path of other vehicles; and d. Located behind the building alignment of any street boundary and where visible from a public place, be provided with appropriate screening. 7. Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint. <ol style="list-style-type: none"> a. 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 	<p>The IPG Master Plan complies with this control.</p>	<p>Yes</p>
PO3 To minimise the impact of vehicle access points on the quality of the public domain and streetscape.	<ol style="list-style-type: none"> 1. Driveways should be: <ol style="list-style-type: none"> a. Located considering any services within the road reserve, such as power poles, drainage inlet pits and existing street trees; b. Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; and c. 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. 	<ul style="list-style-type: none"> ▪ Driveways have been designed to avoid conflict between heavy vehicle and staff, visitor vehicular and cycle movements, with separate accessways provided for heavy vehicles and general traffic. ▪ Driveways have also been positioned away from intersections where appropriate, and minimise the likelihood of right turning movements into the site obstructing general traffic flow. 	<p>Yes</p>
PO4 To support the complementary use and benefit of public and active transport.	<ol style="list-style-type: none"> 1. The following bicycle destination facilities for staff are to be provided: <ol style="list-style-type: none"> a. For ancillary office and retail space with a gross floor area over 2,500 sqm, at least 1 shower cubicle with ancillary change rooms; b. For industrial activities with a gross floor area over 4,000 sqm, at least 1 shower cubicle with ancillary change rooms; c. Change and shower facilities are to be located close to the bicycle storage areas; and 	<p>The DCP provides the following bicycle parking provision requirements for developments within Enterprise and Light Industry land use area. Specifically, the DCP triggers the need for 5 spaces associated with the ancillary office space, and 104 spaces with the warehouse space, totally 109 spaces being required in total. It is understood that there will be a maximum of 386 staff which will be on-site at any one time. In response, bicycle parking equivalent to 10% of staff (39 spaces) are to be provided to encourage bicycle riding patronage whilst also future proofing the site, noting the very limited options most staff will have to ride to the site for the short to medium term.</p>	<p>Yes</p>

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<ul style="list-style-type: none"> d. Where the building is strata-titled, the facilities are to be available to all occupants. <p>2. 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.</p>		
3.3 Built form			
3.3.1 Building siting and design			
<p>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.</p> <p>To minimise the impact of buildings upon the surrounding public realm, including areas of environmental significance, landscape value and residential uses.</p>	<p>1. Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural-residential areas, environmental and open space areas, riparian corridors and ridgelines.</p>	<p>The built form is within the designated height of building for the site, established under the IPG Master Plan.</p>	<p>Yes</p>
3.3.2 Building setbacks			
<p>PO1 To provide a consistent streetscape design and landscaped transition to the public realm.</p> <p>To enhance the visual quality of development and the urban landscape.</p> <p>To minimise the impact of overshadowing to adjoining buildings and open space.</p>	<p>1. Building setbacks are to be in accordance with Table 5.</p> <p>2. Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding primary arterial roads):</p> <ul style="list-style-type: none"> a. Landscaping; b. Maintenance/rehabilitation of biodiversity corridors or areas; c. Utility services installation; d. Cross-overs; e. Fire access roads; f. Approved signage; g. Street furniture; or h. Drainage works. <p>3. Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved.</p> <p>4. Setbacks to public roads may also incorporate loading dock manoeuvring areas and associated hardstand and off streetcar parking provided the minimum setbacks in Table 5 are achieved. In addition to the setback requirements in Table 5, setbacks that incorporate an off-street parking area must demonstrate the location of the car parking area:</p> <ul style="list-style-type: none"> a. Promotes the function and operation of the development; b. Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and <p>Does not detract from the streetscape values of the locality.</p> <p>5. Additional setbacks may be applicable to avoid construction over easements.</p> <p>6. For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic.</p>	<p>The ADC location complies with the setbacks established under the IPG Master Plan.</p>	<p>Yes</p>
3.3.3 Landscape setbacks			
<p>PO1 To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character.</p>	<p>1. Landscaped area is to be provided in accordance with Table 5. Note control (4) and (7) in PO1 of Section 3.6.2 allows different landscape setbacks to those identified in Table 5 for loading dock manoeuvring areas and on-site car parking.</p> <p>2. A Landscape Plan prepared by a Landscape Architect is to be submitted with all development proposals.</p>	<p>The proposed development complies with the landscape setback requirements. Refer to the Masterplan prepared by Habit8 (Appendix I).</p>	<p>Yes</p>

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<ol style="list-style-type: none"> 3. Existing remnant vegetation and paddock trees shall be retained where practical within setback areas and integrated with landscaping plans. 4. Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development. 5. Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shade and assist with cooling. 6. Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts. 7. Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension. 8. Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage. 9. Paving, structures and wall materials should complement the architectural style of buildings. 		
3.3.4 Building and architectural design			
PO1 To ensure buildings achieve a high level of sustainability and environmental performance.	<ol style="list-style-type: none"> 1. Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling. 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"> a. Building and window orientation; b. Window size and glass type; c. Insulation; d. Natural ventilation and light with generous, all weather openings; e. Utilise extensive roof areas for energy and water collection; f. Air flow, ventilation and building morphology to support cooling; and g. Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems. 	The ADC has incorporated a passive design principles incorporated into the ancillary office space, including a northern orientation to optimise daylighting, ensuring workspaces benefit from maximum solar exposure while reducing artificial lighting demands.	Yes
3.3.5 Communal outdoor areas			
PO1 To contribute to amenity for employees	<ol style="list-style-type: none"> 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. 2. In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings. 3. Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water commensurate with the scale of the development, activities, and anticipated number of workers. 4. Communal areas shall be relatively flat and not contain impediments which divide the area or create physical barriers which may impede use. 5. Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21 June. 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. 	Landscape feature planting within staff communal areas are provided at the lobby entry point.	Yes
3.4 Signage			
PO1 To permit the adequate display of information concerning the	<ol style="list-style-type: none"> 1. Free standing pylon signage must not exceed 10m in height from finished ground 	<ul style="list-style-type: none"> ▪ Compliant signage details and locations provided. 	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
identification of premises, the name of the occupier, and the activity conducted on the land.	<ul style="list-style-type: none"> level and 2m width. No signage is permitted in the bottom 2m of the structure. 2. Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage. 3. Sky signs and roof signs that project vertically above the roof of a building are not permitted. 4. In the case of multiple occupancy of a building or site: <ul style="list-style-type: none"> a. Each development should have at least one single directory board listing each occupant of the building or site; b. Only one sign is to be placed on the face of each premises either located on or over the door; and c. Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification. 		
PO2 To minimise the visual impact of signage. To prevent distraction to motorists and minimise the potential for traffic conflicts.	<ul style="list-style-type: none"> 1. Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level. 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. 3. Signs are to be contained fully within the confines of the wall or awning to which they are mounted. 4. Illuminated signs are not to detract from the architecture of the building during daylight. 5. Illumination (including cabling) of signs is to be either: <ul style="list-style-type: none"> a. Concealed; b. Integral with the sign; c. Provided by means of carefully designed and located remote or spot lighting. 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. 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. 8. A maximum of one illuminated sign is permitted on each elevation of each building. 9. Illuminated signage shall be oriented away from residential receivers. 	<ul style="list-style-type: none"> ▪ Compliant signage details and locations provided. 	Yes
3.5 Lighting			
PO1 To provide adequate external security lighting for employment activities, whilst minimising adverse impacts on adjoining premises and surrounding rural-residential areas.	<ul style="list-style-type: none"> 1. Lighting details shall be provided as part of development proposals. 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. 	<ul style="list-style-type: none"> ▪ The proposal is consistent with this performance outcome. 	Yes
PO2 To encourage energy efficient lighting.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> ▪ The proposal is consistent with this performance outcome. 	Yes
3.6 Fencing			
PO1 To ensure that the design and location of fencing is integrated within the development and is suitable for its purpose and setting.	<ul style="list-style-type: none"> 1. Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility. 2. Palisade fencing is encouraged. 3. Solid fences above 1 metre in height are not permitted along street frontages. 	<ul style="list-style-type: none"> ▪ Fencing provided will comply with this requirement. 	Yes
PO2 To ensure that the security needs of the development are satisfied in a manner which complements the	<ul style="list-style-type: none"> 1. No fencing other than a low ornamental type may be erected at the front or secondary street site boundary. 	<ul style="list-style-type: none"> ▪ Fencing to street frontages behind landscape setbacks. 	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
surrounding landscape design and streetscape quality.	<ol style="list-style-type: none"> 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. 		
3.7 Noise and amenity			
PO1 To ensure noise and vibration do not adversely impact human health and amenity. To ensure building design adequately protects workers and surrounding receivers from noise and vibration.	<ol style="list-style-type: none"> 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. 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. Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels. The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments. Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography. Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas. 	<ul style="list-style-type: none"> Standard industrial warehouse and office construction proposed. Noise outcomes subject to acoustic report. 	Yes
4.1.1 Street design			
PO1 The design, functionality and safety of Collector and Local roads within Centres is consistent across the Aerotropolis.	<ol style="list-style-type: none"> Road design for Collector and Local roads within as identified on the Aerotropolis Precinct Plan are to be consistent with the typical arrangements shown in Figures 13 to Figure 16. <p>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.</p>	Not relevant	Yes
4.2.1 Relationship to the public domain			
PO1 Building massing responds to context and future character including significant landforms, topography, landscape, built environment and the public domain.	<ol style="list-style-type: none"> Building design responds appropriately to topography, with regular transitions that maximise integration between ground floor level and street level. Building design is to incorporate a variety of materials and a schedule of materials and finishes is to accompany all development proposals. Materials provided to building under crofts are to be integrated into the main building facade treatments. 	The proposed colour palette has been inspired by the Cumberland Plain Woodland and is consistent with the expectations of the design when considered under the IPG Master Plan. The design incorporates lighter tones to minimise heat retention and enhance energy efficiency, while incorporating the well-known ALDI orange in a tasteful manner. The selection of colours and materials is carefully composed to break down the building's mass, including vertical banding of colours to create a visually smaller and more approachable scale.	Yes
PO2 Built form is orientated to activate the street and public realm, to provide positive address and architectural presence to the street.	<ol style="list-style-type: none"> Locate and establish continuity of active uses such as retail outlets and restaurants at ground level street frontages built to the boundary, and offices (or residential) above ground level. Non-active (i.e. non-retail, non-commercial, non-entertainment or non-community uses) uses to the principal street frontages are to be minimised. Provide wide and legible entry/lobby areas and pedestrian pathways accessed from a public street or public open space. 	<ul style="list-style-type: none"> Warehouses set back from street frontages. Office ground floors to address street level where possible. Glazing to upper floors to promote public surveillance. Offices with sight lines to streets 	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<ol style="list-style-type: none"> 4. Building facades at street level on active frontage streets and facing the public realm are to contain predominately clear glazing free of advertising and be open to the street. Dark glazed facades are not supported. 5. Upper floors are to be designed to overlook streets and public places to provide casual surveillance. 6. The combined length of walls with no openings, car park entrances and service areas, cannot exceed 20% of the width of the primary street frontage. 7. Ground levels are to accommodate a range of tenancy sizes, including smaller tenancies that provide visual interest and numerous opportunities for interaction and activity along the street front. 8. Shopping centres and arcades are to maximise activation of the adjacent street and public domain and enhance permeability between public streets and places. 9. Ground floor tenancies and building entry lobbies are to have entries and ground floor levels at the same level as the adjacent footpath or public domain. 		
4.2.4 Built form			
PO1 Built form, massing and design will define the placed based character and provide identity to the streetscape and the neighbourhood. Building design is also to serve a functional purpose including solar control, scale, and amenity.	<ol style="list-style-type: none"> 1. Building design is to reflect the following: 2. a. The part of the building that relates to the public domain; and 3. b. The details and building elements including building entries, ground floor, lower floors, top floor, roof and corners. 4. Building facades consist of a variety of materials and openings (i.e. windows, door, and balconies) to create an architectural response that creates depth and visual diversity. 5. Incorporation of balconies, openings and other design elements that modulate the façade is encouraged above the ground floor to provide rhythm and interest. 	<ul style="list-style-type: none"> ▪ Colours and textures incorporated into facades to address building context. ▪ Offices provide a variety of materials. ▪ Warehouse finishes include undulations of different colours. 	Yes
4.2.5 Shelter and shade			
PO1 Provide continuous weather protection within centres that is integrated into building entrances and frontages, to optimise the provision of shade and shelter to the public domain.	<ol style="list-style-type: none"> 1. Provide continuous awnings along the built form for shading and shelter of the adjacent footpath or public domain (including station plazas). 2. Awnings are to be designed with: <ol style="list-style-type: none"> a. A soffit height of 3.6m above the finished ground floor level; or b. On sloping sites, awning soffit height may vary from a minimum of 3.2m and maximum of 4.0 m. 3. The design of awnings is to provide: <ol style="list-style-type: none"> a. Integration between neighbouring properties in terms of awning height and setbacks; and b. Adequate space to support street trees canopy growth. 4. Separation between the awning edge and: <ol style="list-style-type: none"> a. Streetlights; b. Signage; c. The kerb of trafficable lanes to protect from bus and truck overhang; and d. Other street infrastructure. 	<ul style="list-style-type: none"> ▪ Offices provide generous sheltered entries. ▪ Shade around warehouse provided by trees. 	Yes
6.1 Social and cultural infrastructure			
PO1 Social and cultural infrastructure can meet the needs of the future community and the needs of its users including workers, visitors, tourists and residents within the Aerotropolis.	<ol style="list-style-type: none"> 1. Social and cultural infrastructure supports (including benchmarks) the Western Sydney Aerotropolis Social Infrastructure Strategy (January 2022), developed flora and as part of the Aerotropolis Precinct Plan. 2. Master planned sites and sites of 20 hectares or more within Metropolitan, Specialised and Local Centres are to identify areas for cultural infrastructure such as dedicated spaces for cultural practice, 	The Social Impact Assessment (SIA) has considered the Western Sydney Social Infrastructure Needs Assessment/Strategy. This involves a detailed study to scope the potential social impacts, identify appropriate mitigation measures and provide recommendations aligned with professional standards and statutory requirements. The SIA was prepared in accordance with a desktop review of the site and its surrounding land uses, the outcomes of the community engagement. Additionally, the SIA benefits from earlier SIA work undertaken to inform the IPG Master Plan.	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
	<p>places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community.</p> <p>3. Social and cultural infrastructure can serve multiple purposes and is safe, well located, close to public transport, shops, restaurants and health facilities.</p>	<p>The report outlines a community profile, which identifies the demographic and social characteristics of a proposal's likely area of social influence. While the site is located within Bradfield, there is currently no demographic data available for this geography. It is noted that the site is located within the suburb of Bradfield and the Aerotropolis Core Precinct and in accordance with the Western Sydney Aerotropolis Precinct Plan, the existing uses in the area will be redeveloped into higher intensity employment uses. As a result, it is unlikely that future redevelopment on the IPG site will impact these existing Bradfield residents.</p> <p>Not all potential impacts will be the responsibility of the proponent to mitigate or manage. In some cases, they may cooperate or inform the mitigation and provide data and information to future tenants. In other cases, they may be directly responsible for mitigating and managing the identified potential social impacts and the opportunity for partnerships.</p>	
PO2 Social and cultural infrastructure is flexible so that it can respond and adapt as the population, technology, or community (residents and employees) needs change.	<p>1. Demonstrate that social and cultural infrastructure is designed to be flexible to enable expansion or adaptation for other uses or activities such as:</p> <p>a. Large, medium, and small gatherings;</p> <p>b. Temporary public or private events;</p> <p>c. Public responses to emergencies or disasters;</p> <p>d. Changing population; or</p> <p>e. Changing technology.</p>	As above.	Yes
6.2 Night time economy uses			
PO1 Night-time uses are highly accessible by public transport.	<p>1. Prioritise the locations of night-time uses in areas where they can be easily and safely accessed by public transport (walking distance from a Metro station, or a bus stop with high frequency service aligned with proposed hours of operation) or walking and cycling.</p> <p>2. The design of key pedestrian routes from public transport nodes to areas of nighttime activity provides for safe night-time walking.</p> <p>3. Provide wayfinding (signage and lighting) to direct patrons between late-night services and public transport options.</p>	Not relevant	Yes
PO2 Night-time uses are designed to have minimal adverse impacts on the comfort and safety of patrons, nearby residents and the broader community.	<p>1. Night-time economy uses are to include passive surveillance over the street frontage, avoiding the use of roller doors, blank walls or other components which do not enhance safety of the area.</p> <p>2. Night-time uses shall include noise mitigation measures to manage any land use conflicts.</p> <p>3. A Plan of Management and a Social Impact Assessment is to be submitted where night-time uses exceed 9:00pm.</p>	Not relevant	Yes
PO3 Hours of operation promote a safe and vibrant night-time economy.	<p>1. Hours of operation are to be considered on a merit basis, with consideration of the following:</p> <p>a. The nature of the night-time use and its likely impacts on surrounding land uses, including residential;</p> <p>b. Surrounding hours of operation;</p> <p>c. Proposed management measures;</p> <p>d. Availability and frequency of public transport;</p> <p>e. The likelihood of the proposed use to promote antisocial activities;</p> <p>f. Levels of public lighting available at and to the site;</p> <p>g. Amenity impacts on surrounding premises; and</p> <p>h. Cumulative impact of uses in a location.</p>	Not relevant	Yes
6.5 Telecommunication facilities			
PO1 Co-location of telecommunication facilities minimises the number of facilities required.	<p>1. The siting and design telecommunication facilities consider the existing and future potential for co-location of additional telecommunications facilities.</p>	Not relevant	Yes
PO2 Telecommunication facilities do not have adverse impacts on the environment.	<p>1. Telecommunication facilities are not located on Environmentally Significant Land or on land below the PMF level.</p>	Not relevant	Yes

Performance Outcome	Benchmark Solution	Assessment	Consistent
PO3 Telecommunication facilities ensure human health and safety, including risks associated with the emission of electro-magnetic radiation.	<ol style="list-style-type: none"> 1. Consult with the local community and ensure compliance with NSW Telecommunications Facilities Guideline including Broadband or any further updates. 2. Provide a minimum 300m separation from any residential area or other sensitive use. 3. The level of electro-magnetic radiation emitted from any telecommunications facility does not exceed the limit of 0.2uW/cm2. 4. Signs are erected around a telecommunications facility displaying warnings and information to minimise public risk. 5. The facility is enclosed with a minimum 1.8m high open mesh (or similar) to prevent public access to the site. 	Not relevant	Yes
PO4 Visual impact on the public domain is minimised.	<ol style="list-style-type: none"> 1. locate the facility so that it does not detract from: <ol style="list-style-type: none"> a. The heritage significance or settings of a heritage item or potential archaeological site; b. The amenity of open spaces; or c. Key regional and district views and vistas. 2. Facilities are of a "slimline monopole" construction. 3. The facility does not include advertising signs, including logos. 4. The facility does not contain night illumination (except where a proposed telecommunications facility infringes the Obstacle Limitation Surface (OLS) for aircraft safety). 	Not relevant	Yes
PO5 Landscaping screens the facility from the public domain.	<ol style="list-style-type: none"> 1. Locate the facility where vegetation, landform or open space features screen or can reduce its visual impact. 2. Additional landscaping shall be provided where existing vegetation does not adequately screen the facility. 	Not relevant	Yes