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Appendix E – Western Sydney Aerotropolis DCP 2022 Compliance Table

Performance Outcome	Benchmark Solution	Comment	Compliance
Chapter 2.0 General Controls			
Section 2.1 Recognise Country			
PO1	1.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: a. cultural values and heritage significance, particularly within moderate to high areas of Aboriginal heritage sensitivity. b. significant cultural landscape elements, as they relate to cultural values; and c. significant waterways or bodies and areas of surrounding riparian vegetation as they relate to cultural values.	A First Nations Co-Design Values Report (**Appendix H**) and a Recognise Country Response Form (**Appendix I**) have both been prepared by JMP Aboriginal Consultancy. Consideration of Aboriginal heritage and cultural values has been fundamental to the design of the proposed development and is based on consultation with Traditional Custodians. Specifically, a Connecting with Country Framework has been established following a Walk on Country and collaborative design sessions. For further detail, refer to **Appendix H** and **Appendix I**.	✓
	2. 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.		
	3. Development is to respect and respond to: a. Identified significant sites, places, views, traditional movement corridors and narratives of Country;		

Performance Outcome	Benchmark Solution	Comment	Compliance
	b. 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 c. 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.		
	4. 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.		
PO2	1. The design of the public domain within areas of moderate to high Aboriginal heritage sensitivity identified in the Aerotropolis Precinct Plan is to incorporate spaces for outdoor cultural practice and for learning and cultural play, in accordance with outcomes of cultural values research and engagement with Traditional Custodians and other relevant Aboriginal Stakeholders (Knowledge Holders, LALCs and the local Aboriginal and Torres Strait Islander community).	The site is shown as having moderate Aboriginal heritage sensitivity in accordance with the Aerotropolis Precinct Plan. Accordingly, outdoor play areas have been incorporated into the landscape design of the proposed development, particularly around the Gung Gung creek precinct. For further detail, refer to the Landscape Design Report attached at **Appendix K**.	✓
PO3	1. Where relevant, development is designed to enable Aboriginal people to continue to care for Country through the integration of traditional knowledge into environmental assessments and management plans (e.g. floodplain management and bushfire hazard management). 2. 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. 3. 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.	The proposed environmental management strategies are outlined in the following: • Biodiversity Assessment (**Appendix AA**); • Flora and Fauna Management Plan (**Appendix YY**); • Riparian Assessment (**Appendix ZZ**); and • Vegetation Management Plan (**Appendix AAA**).	✓

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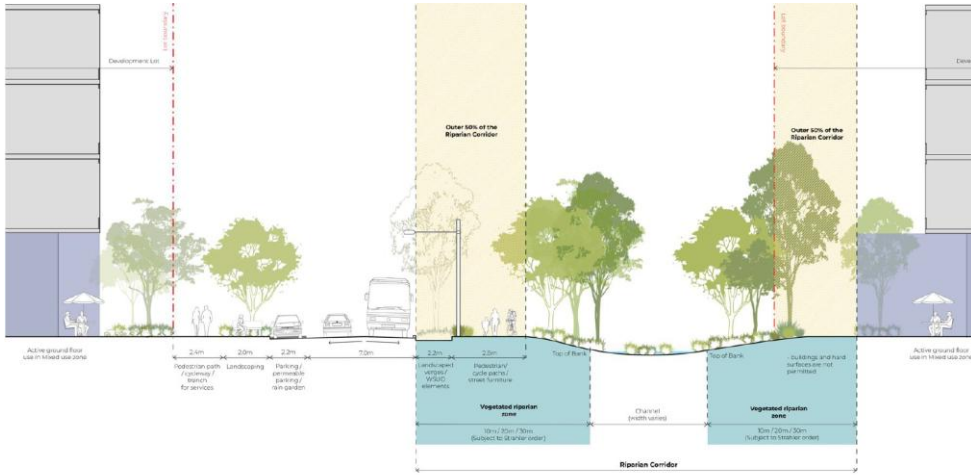
Performance Outcome	Benchmark Solution	Comment	Compliance
PO4	1. For development where the Guidelines apply or that is located within or intersects areas identified as having moderate to high Aboriginal heritage sensitivity in the Aerotropolis Precinct Plan, culturally sensitive design must be incorporated. 2. Development proposals must outline how cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate) have informed the design outcomes. Where previous cultural values research (including overarching master plans and neighbouring sites) has been undertaken, the development proposal is to respond to the findings.	As mentioned above, a Connecting with Country framework has been workshopped in consultation with Traditional Custodians. This is outlined in the First Nations Co-Design Values Report (**Appendix H**) and a Recognise Country Response Form (**Appendix I**) which have both been prepared by JMP Aboriginal Consultancy.	✓
PO6	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: a. Provide input into the preparation of the public art brief, and b. Contribute to the design of the public art.	Areas and themes of public art have been identified in the First Nations Co-Design Values Report (**Appendix H**) and the Architectural Design Report (**Appendix C**). As outlined in the Construction, Operation and Staging Plan: *A Public Art Plan will be developed during the detailed design stage, with some aspects already highlighted in the Connecting with Country report. During detailed design, areas where artwork can be integrated into the development will be identified, combining both traditional Indigenous and contemporary styles. The plan will detail governance, commissioning, concept integration with architecture and landscape, and documentation milestones to be completed prior to construction and prior to occupation.*	N/A
PO7	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.	Refer to the First Nations Co-Design Values Report (**Appendix H**) and a Recognise Country Response Form (**Appendix I**).	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.		
PO8	1. Wayfinding signage for development proposals is to be informed by cultural values research and engagement with Traditional Custodians (and Knowledge Holders where appropriate).	Given the mixture of uses across the development, various signage zones are proposed on the elevations of the buildings and on the ground floor. Signage plans are provided in DA-7500 and DA-7501, contained within the Architectural Plans attached at **Appendix B.**	N/A
	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.	The detailed content of signage for each tenant has not been finalised and will be subject to separate approval.	
Section 2.2 Heritage			
Section 2.2.1 Aboriginal Cultural Heritage			
PO1	1. New development is appropriately sited to ensure that the curtilage or setting of the Aboriginal item or place of cultural value is retained.	An Aboriginal Cultural Heritage Assessment Report (ACHAR) is provided at **Appendix U**. The ACHAR has been prepared to ensure that the development does not have an adverse impact on the Aboriginal cultural heritage value of the site.	✓
	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.		
PO2	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,	The ACHAR confirms that the area retains historical value as it forms part of a broader cultural network. The study area may possess aesthetic values for the surrounding landscape and may possess from socio-cultural value.	

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.		
PO3	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: a. Unexpected finds procedure; b. Monitoring during works; or c. Formal salvage excavation.	No Aboriginal objects were identified through archaeological survey. However, based on the evidence presented in the ACHAR, it was believed that the study area contained the potential for archaeological objects to be present. Based on the Archaeological Technical Report, the scientific value of the land is low. Refer to **Appendix U**.	✓
Section 2.2.2 Non-Aboriginal and European Heritage			
Not applicable. No non-Aboriginal heritage items are located within the vicinity of the site. Refer to the Statement of Heritage Impact in **Appendix V**.			
Section 2.3 Stormwater, Water Sensitive Urban Design and Integrated Water Management			
Section 2.3.1 Waterway Health and Riparian Corridors			
PO1	1. Development maintains and protects waterways in accordance with the following guidelines: 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.	Mapping indicates that the site is subject to overland flow from three northern streams. Two of which are 1st order streams and one 2nd order stream. All streams are formally unnamed, however, the 2nd order stream is known locally as Gung Gung Creek. To facilitate a defined bank to ensure overland flow is directed towards the creek, excavation is proposed within Gung Gung Creek to the width required for a 2nd order stream. The regeneration and rehabilitation strategy to	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	d. Where a development is associated with, or will affect, a waterway of Strahler Order 2 or higher, rehabilitation will occur to return that waterway to a natural state.	preserve the health of Gung Gung Creek involves the creation of three separate vegetation management zones Only a portion of Gung Gung Creek is defined as a 'river' under the Water Management Act 2000. Refer to Section 2.2.7 of the EIS. Refer to the Vegetation Management Plan at **Appendix AAA** for further information.	
	2. Retain areas of the Proteaceae shrubs for the Eastern Pygmy Possum Cercartetus nanus 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 certification approvals. Stormwater infrastructure is not to be located within land identified as avoided or land managed as a reserve.	The site is located on certified urban capable land. The proposed stormwater infrastructure strategy is detailed in the Integrated Water Management Report attached at **Appendix M**.	✓
PO2	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.	A Surface Water and Groundwater Assessment is attached at **Appendix CC**. A series of mitigation measures have been recommended to manage and decrease the impact of aquatic and riparian communities.	✓
	2. Aquatic fauna habitat is rehabilitated in streams of Strahler Order 2 and higher.		
	3. Existing habitat, such as fallen debris, is retained in streams of Strahler Order 2 and higher.		
PO3	1. Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian areas and species movements in accordance with NSW Department of Primary Industries' requirements to maintain fish passage.	The design of New Street has been proposed in accordance with the Riparian Street design section.	✓
PO4	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	Details of New Street are provided in the Civil Engineering Plans at **Appendix L**.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
			
	Figure 2 Riparian street indicative cross section - Mixed Use Zone (centres and residential)		
	2. The outer 50% of the riparian zone can accommodate pedestrian and cycle paths (or shared paths) street furniture (including lights and seating), landscaped verges and water sensitive urban design elements that are normally part of the street verge.	The proposed landscape design of the area within and surrounding the riparian zone has been proposed to encourage passive and active recreation opportunities, integrated with WSUD. For further detail, refer to the Landscape Design Report at **Appendix K**.	✓
	3. On the side of the riparian corridor that is not adjacent to a public road, the outer 50% of the riparian corridor can form part of the front setback of development lots, provided the part of the setback that is within the riparian corridor is used for landscaped area and paths only (with permeable or semi-permeable surfaces).		
	4. Despite any other provision of this DCP, for lots in the Mixed Use zone with development that includes active ground floor uses: a. If fronting a riparian corridor or street, development may have a zero lot setback to the boundary fronting the riparian corridor or street; or	The frontage of Building B aligns with the proposed New Street (the riparian street). Refer to the Architectural Plans at **Appendix B** and the Architectural Design Report at **Appendix C**.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	b. If there is no street between the riparian corridor, the lot may encroach into the outer 50% of the riparian corridor. Buildings and hard surfaces on the lot must be outside the riparian corridor.		
	5. Within the Enterprise zone, development that includes office, retail or other active uses that create an active façade with surveillance to the riparian corridor or street may have a zero lot setback to the boundary fronting the street or riparian corridor. Where there is no street between the riparian corridor and the lot boundary, the lot may encroach into the outer 50% of the riparian corridor providing buildings and hard surfaces are set back at least to the outer boundary of the riparian corridor	N/A	
	6. Vehicular access to lots that directly adjoin the riparian zone, or where there is a zero lot setback to the street is to be from the side or rear property boundary (i.e. opposite to the boundary fronting the riparian corridor).	Vehicle access to Building B is provided towards the northern end of New Street, noting that Gung Gung Pond is located towards the southern portion of the site. Therefore, New Street provides a buffer between the riparian corridor and the point of vehicle access.	✓
	7. Maintenance access for the stormwater drainage manager must be accommodated in the design of riparian streets. Further details on access requirements for maintenance is provided in Section 2.3.3 of the DCP.	Refer to the assessment against Section 2.3.3 of the DCP.	
Section 2.3.2 Stormwater Management and Water Sensitive Urban Design			
PO1	1. Compliance with the water quality targets below are satisfied where development applications demonstrate: a. To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system; and b. The requirements of PO4 in Section 2.3.2 are met.	The proposed stormwater strategy for the development is contained within the Integrated Water Management Report provided at **Appendix M**.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	2. Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. Interim stormwater management measures are to be designed to achieve the stormwater quality targets listed in the table below:		

Parameter	Stormwater Quality Target – Operational Phase
Option 1: Annual Load Reduction	
Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)	90%
Total Suspended Solids (TSS)	90%
Total Phosphorus (TP)	80%
Total Nitrogen (TN)	65%
Option 2: Allowable Loads	
Gross Pollutants (anthropogenic litter >5mm and coarse sediment >1mm)	< 16 kg/ha/y
Total Suspended Solids (TSS)	< 80 kg/ha/y
Text Total Phosphorus (TP)	< 0.3 kg/ha/y
Total Nitrogen (TN)	< 3.5 kg/ha/y

PO2	1. Compliance with the stormwater flow targets below are satisfied where development applications demonstrate: a. To the satisfaction of the Stormwater Management Authority and the consent authority that stormwater discharge from the development will flow into the regional stormwater system, and		

Performance Outcome	Benchmark Solution	Comment	Compliance
	b. The requirements of PO4 Section 2.3.2 are met.		
	2. Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. Interim stormwater management measures to be designed to achieve the following stormwater flow targets:		

Parameter	Stormwater Flow Target – Operational Phase
Option 1: Mean Annual Runoff	
Mean Annual Runoff Volume (MARV)	≤ 2 ML/ha/year at the point of discharge to the local waterway
90%ile flow	1,000 to 5,000 L/ha/day at the point of discharge to the local waterway
50%ile flow	5 to 100 L/ha/day at the point of discharge to the local waterway
10%ile flow	0 L/ha/day at the point of discharge to the local waterway
Option 2: Flow Duration Curve Approach	
95%ile flow	3,000 to 15,000 L/ha/day at the point of discharge to the local waterway
90%ile flow	1,000 to 5,000 L/ha/day at the point of discharge to the local waterway
75%ile flow	100 to 1,000 L/ha/day at the point of discharge to the local waterway
50%ile flow	5 to 100 L/ha/day at the point of discharge to the local waterway
Cease to flow	Cease to flow to be between 10% to 30% of the time

PO3	1. The WMS is to provide details of: a. 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.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	b. 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).		
PO4	1. Development includes the following stormwater management measures within each lot created by the development: a. Minimum pervious areas to meet the requirements of PO8. b. Gross pollutant traps (GPTs) designed in accordance the Regional Stormwater Authority technical guidance. c. Passively irrigated street trees are provided in accordance with the provisions of clause 2.4.5 of this DCP		
PO6	1. A salinity and or sodicity hazard assessment is required to ensure no impacts to both the waterways and built infrastructure.	A Salinity Management Plan has been prepared and is attached at **Appendix GG**.	✓
	2. All WSUD systems must incorporate an impervious liner, unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).		
PO7	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.	Within the Integrated Water Management Report provided at **Appendix M**., preliminary road and stormwater drainage design has been developed for the proposed New Street in accordance with the WSA DCP.	✓
	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.		

Performance Outcome	Benchmark Solution	Comment	Compliance
PO8	1. Development is to demonstrate that the perviousness rates identified below are achieved. Development in the Mixed Use Zone: i. Mixed Use Centre (over 2:1 FSR) – 30% ii. Mixed Use Centre (up to 2:1 FSR) – 35% Development in the Enterprise and Agribusiness Zone: iii. Employment – business, commercial, light industrial (three storeys and above) – 30% NOVEMBER 2022 | Aerotropolis Phase 2 DCP | 22 iv. Employment – Large format industrial and light industrial (up to two storeys) – 15%	Refer to the Landscape Plans prepared at Appendix J.	✓
	2. The site area pervious requirement is to be calculated in accordance with the following index: Deep soil (one metre or more in depth, connected subsoil) – 100% • Shallow soil (less than one metre in depth, not connected to subsoil) – 75% Permeable pavement – 50% Hardstand – 0% Note: as an example of application of the above ratios: i. Site area (comprising development lots and streets) is 1,000 square metres in a large format industrial area (up to 2 storeys) ii. 150 square metres of pervious area would be required if it is 100% deep soil iii. 300 square metres of pervious area would be required if it is 100% permeable pavement iv. areas of deep soil, shallow soil and permeable pavement can be used in combination to achieve the equivalent required pervious area.		
Section 2.3.3 Management and access to Regional Stormwater Infrastructure and Waterways			
Not applicable. The proposed development has demonstrated the ability to connect to the regional stormwater infrastructure in the future. Refer to **Appendix M.**			
Section 2.4 Vegetation and Biodiversity			
Section 2.4.1 Deep Soil and Tree Canopy			

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Performance Outcome	Benchmark Solution	Comment	Compliance
PO1	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.	The proposal involves a tree canopy coverage of 21% of the site area or 33%, inclusive of additional trees planted in the public domain, through the planting of various tree species to provide shade, environmental benefits and visual amenity for residents and visitors of the site. A total deep soil area of 3,540m^2 which equates to 17.49% of the total site area. This aligns with the ADG, as required by Table 2 of the DCP. Refer to the Landscape Design Report at **Appendix K**.	✓
	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.	N/A	
	6. Deep soil planting areas are to be de-compacted before planting with no services to be installed within these zones.	No services are proposed to be located within the deep soil zones.	✓
Section 2.4.2 Protection of Biodiversity			
PO2	1. Mitigation to be undertaken in accordance with the following best practice guidelines for threatened ecological communities (TEC): 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).	A Biodiversity Assessment is provided at **Appendix AA**, providing various mitigation measures to protect any significant biodiversity located on the site.	✓
	2. Fencing is to be constructed where required to protect threatened species habitat. Site design allows access to fencing for ongoing maintenance.		✓

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Performance Outcome	Benchmark Solution	Comment	Compliance
	3. Temporary protective fencing to be erected around areas identified for conservation on or immediately adjoining the site prior to construction commencing.	Fencing is proposed as part of the vegetation management works, as detailed in the Vegetation Management Plan attached at **Appendix AAA**.	
	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.	A Bushfire Protection Assessment is provided at **Appendix JJ**. The proposed development achieves the relevant Asset Protection Zones (APZs) required to comply with the Planning for Bushfire Protection.	✓
	8. Contain domestic cats and dogs within certified-urban capable land, consistent with relevant council guidelines as permitted and appropriate	N/A	
	9. Provide for the reuse of native plants (including but not limited to seed collection) and topsoil from development sites that contain known or potential native seed bank	Native planting is contained within the proposed planting schedule detailed in the Landscape Design Report at **Appendix K**.	✓
PO3	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	A Flora and Fauna Management Plan has been prepared and is attached at **Appendix YY**. The Fauna and Flora Management Plan outlines best practice mitigation measures to avoid accidental harm to fauna during clearing of vegetation and other habitats.	✓
	2. Movement of fauna is facilitated within and through wildlife corridors by: a. Ensuring that development, services and landscaping associated activities do not create barriers to the movement of fauna along and within wildlife corridors.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.		
PO4	1. The following threatened species require setbacks: Grey-headed flying fox: i. Grey-headed flying fox camp requires 100m setback to any buildings and development; ii. The setback area should be maintained free of flying fox roosting habitat; and iii. A flying fox management plan should be provided to demonstrate management and mitigation measures Raptors: i. Raptor nests require a 500m circular setback from where nests are in extensive undisturbed bushland; and ii. Where nests are located closer to existing developments, a minimum circular setback distance of 250m should be maintained along with an undisturbed corridor at least 100m wide extending from the nest to the nearest foraging grounds.	As detailed in the Biodiversity Assessment at **Appendix AA**, the development is not located within 100 m of a Greyheaded Flying-fox camp (DCCEEW 2024). No raptor species were assessed as potentially or likely to be using the study area; no large hollows were observed.	✓
PO5	1. High intensity lighting including industrial or commercial lighting, sports field lighting, lighting within carparking areas and associated with any industrial or commercial-scale retail development shall be designed to avoid light spill into adjoining parks and biodiversity areas (AS 4282 Control of the Obtrusive Effects of Outdoor Lighting, or updates to that standard, are to be considered as a minimum).	As detailed in the Biodiversity Assessment at **Appendix AA**, lighting is recommended to be in accordance with *ASNZS 4282:2019 Control of the obtrusive effects of outdoor lighting.* Measures such as shielding and use of warm-toned lights are recommended. Suitable timing of	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	2. Install warm coloured LED street lighting where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies to deter insects.	construction activities will be implemented, in accordance with the standard daytime hours, to avoid noise impacts to wildlife during the evening and night. Such measures are contained within the report.	
	3. Manage light spill and noise producing activities where wildlife impacts are likely to arise from the proposed development and where development is adjacent to avoided land. Measures shall include appropriate noise treatment barriers along major roads and other light and noise attenuation mitigation measures.		
	4. Ensure that any residual noise impacts on wildlife arising from development are appropriately mitigated.		
PO6	1. Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones.	Refer to the Bushfire Protection Assessment provided at **Appendix JJ**.	
PO7	1. For all certified-urban capable land adjacent to koala habitat, the following controls apply: a. Design subdivision layout, including perimeter roads and asset protection zones to reduce impacts to, and protect areas of, adjacent koala habitat. 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.	In accordance with the Biodiversity Assessment provided at **Appendix AA**, no koalas have been recorded within or nearby the study area.	✓
	2. Where a koala exclusion fence is not installed between koala habitat and certified-urban capable land, the following development controls apply:		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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. **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.		
Section 2.4.3 Protection of Trees and Vegetation			

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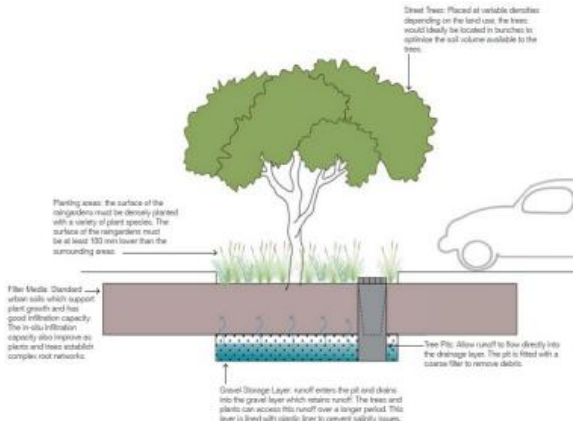
Performance Outcome	Benchmark Solution	Comment	Compliance
PO1	1. Development is designed to minimise impacts on trees, except for invasive species and/or noxious weeds.	Refer to the Weed Eradication Management Plan, provided at **Appendix BBB**.	✓
	2. Development is designed to minimise removal of trees (includes vehicular access, utility installations and ancillary development).	Trees have only been proposed to be removed where necessary to facilitate the proposed building footprints. Vegetation removal is detailed in the Civil Engineering Plans at **Appendix L**.	✓
PO2	1. Works and construction activities are excluded within the Tree Protection Zone (TPZ) of trees unless a qualified arborist has assessed the tree and provided guidelines as to how the work can be carried out with minimal risk to the long-term survival of the tree and this has been included in an approved Tree Protection Plan (Drawing and Specification)	Refer to the Arboricultural Impact Assessment provided at **Appendix Z**.	✓
	2. Any pruning or tree removal works that may impact threatened ecological communities are to adhere to the following best practice guidelines: a. Best Practice Guidelines: Cooks River/Castlereagh Ironbark Forest (Department of Environment and Climate Change NSW, 2008) within and adjacent to the threatened ecological community; and b. Recovering Bushland on the Cumberland Plain: Best Practice Guidelines for the Management and Restoration of Bushland (Department of Environment and Climate Change NSW, 2005).		
	3. Development is designed to avoid impacts on trees, except for priority weeds in accordance with the Council's weed policy.		
	4. Existing trees have appropriate soil volumes and setbacks from buildings, footpath, road/kerb and gutter and services to provide sufficient space for root and canopy development to ensure the tree reaches its identified mature height and spread.		
PO3	1. The removal of the hollow bearing trees shall be offset by the installation of nesting boxes. The size of the nest box is to reflect the size and dimensions of the hollow removed.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	Alternatively, the tree hollow could be appropriately mounted on one of the retained trees in a manner where it will not pose a risk to life or property.		
	2. All nesting boxes and hollows shall be mounted at least 5m above the ground		
	3. Requirement for 60% of nest boxes (replacement habitat) to be in place prior to clearing of hollow-bearing trees.		
Section 2.4.4 On Lot and Streetscape Landscaping and Preferred Plant Species			
PO1	1. Landscaping in development is to incorporate a diverse range plant species, as per the Aerotropolis DCP preferred Species List provided at Appendix B of this DCP. Prioritise use of Cumberland species, followed by other species that are suitable for the purpose and the microclimatic conditions of the site.	The proposed planting schedule involves a range of native species, as detailed in the Landscape Design Report provided at **Appendix K**.	✓
PO2	1. Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines.	The landscape design of the proposed development as detailed in **Appendix K** provides visual and user amenity whilst also improving the environmental context of the development by rehabilitating Gung Gung creek, generating shade and cooling and integrating greenery into an urban context.	✓
	2. Size and scale of landscaping is responsive to the bulk and scale of the development.		
PO3	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).	Landscaping initiatives have been proposed in the residential contexts of the proposed development to contribute to the level of visual privacy.	✓
PO4	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.	Tree planting is detailed in the Landscape Plans and the Landscape Design Report, attached at **Appendix J** and **Appendix K**, respectively.	✓
	2. Trees are not to penetrate operational airspace and tree heights should encourage wildlife movements below the OLS, where practical.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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	Species have been selected to ensure environmental sensitivity, while the proposed positioning of the trees considers the locational context of the site and the surroundings in accordance with the DCP.	
	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.		
PO5	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.		
PO6	1. Provide 1 medium tree for every 5 at grade car spaces, and maximise shading (as listed and shown in the image below) by: a. Orienting the tree parallel to the parking space; b. Staggering the configuration rather than linear; c. Selecting a tree with a Leaf Area Index of >4; and d. Using structurally engineered pits or vaults and WSUD design principles to provide appropriate space for tree root development.	N/A. No at grade parking spaces are proposed.	
	2. Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road.	The landscape design along the streetscape will not limit the safety of drivers, pedestrians, cyclists nor other vehicles.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	3. Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.5m is provided above the basement, measured from the top of the slab, and including the required drainage. This will not be calculated as part of the deep soil zone nor included as part of the urban typology (site coverage) for the site.	The basement structures are located within the building envelope. Refer to the Architectural Plans at **Appendix B**.	✓
Section 2.4.5 Street Tree Planting Requirements			
PO1	1. Street Tree heights and canopy spread are to be commensurate with the road reserve dimension. 2. Street trees are to be planted at a maximum of 10m intervals (trunk to trunk) on all local streets and designed in accordance with specifications below: 	Street tree planting has been designed in accordance with the DCP controls, as shown in the Landscape Plans and Landscape Design Report provided at **Appendix J** and **Appendix K**.	✓

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Performance Outcome	Benchmark Solution	Comment	Compliance
PO2	1. Provide verge street trees as indicated below: 		
	2. Provide kerb extension trees as per the image:  Street tree planting in kerb extension, Nagurra Place, Rozelle. credit: ASPECT Studios		
	3. Provide carriageway trees as per the image:		

Performance Outcome	Benchmark Solution	Comment	Compliance
	 Street trees in the carriageway on Pennyroyal Boulevard, Denham Court. credit: ASPECT Studios		
	4. Provide median street trees as per the image:		
	5. Retain and supplement trees along all proposed streets so that they provide green linkages across Aerotropolis	Street tree planting has been proposed along New Street and Innovation South Road, providing a continuous linkage.	✓
PO3	1. Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day.	The proposed landscaping measures across the site will create opportunities for shading, to enhance pedestrian comfort and the overall amenity of the development.	✓
	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.	Deep soil has been provided in accordance with the ADG.	✓
	4. Provide landscaping within at grade car parking areas.	N/A.	

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Performance Outcome	Benchmark Solution	Comment	Compliance
Section 2.5 Flooding and Environmental Resilience Management			
Section 2.5.1 Flood Management			
PO1	1. Applicant to demonstrate that development as a consequence of a subdivision or development proposal, can be undertaken in accordance with a FIRA.	A Flood Impact Risk Assessment (FIRA) has been prepared by ADP Consulting and is provided at **Appendix BB**.	✓
	2. The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of: Flooding on the development; a. The development on flooding; b. Flooding and the development on property and the existing and future community; and c. Climate change consistent with the objectives of this DCP.	The FIRA assesses the existing flood behaviour of the site, the proposed flood behaviour of the site, evacuation methods and the impact of climate change on the flooding behaviours.	
	3. The FIRA assesses flood constraints for both pre and post development cases with and without climate change to ensure there are no detrimental impacts on flood behaviour or to the community upstream, downstream, or adjacent to the site.	In summary, the existing flood behaviour of the site is characterised by flood waters approaching the site from the north along two flow paths. it was found that there is no increase to the flood levels over the neighbouring properties, except for the increased downstream of Innovation South Road which is deemed acceptable as it is contained within the existing overflow path extent.	
	4. Critical and sensitive land uses are to have floor levels equal to or greater than the PMF level, where intended to be utilised during flooding.		
PO2	1. The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site.	Additionally, the proposed finished floor levels of the buildings are significantly above the expected flood levels, and flood-free during the 1% AEP event.	
	2. Except for single detached dwellings and alterations and additions to existing dwellings, an engineer's report is required to certify that the development will not increase flood affectation to existing and proposed development.	Innovation South and Centre Loop West offer a flood free evacuation route during the probably maximum flood event, allowing for the safe evacuation of occupants.	
PO3	1. Critical and sensitive land uses are of flood -compatible building components below or at the PMF level, where intended to be utilised during flooding.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	2. An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris and buoyancy up to and including the PMF level for sensitive development or essential community facilities intended to be utilised during flooding.		
PO4	1. The FIRA demonstrates that any fill as a result of the development will not be impacted by erosion and will have long term stability.		
PO5	1. Vehicular access to precincts is designed to ensure rising road access/egress is provided to above the predicted peak level of the PMF.		
	2. FIRA for sensitive and critical development demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.		
PO6	1. No external storage of materials which may cause pollution or be potentially hazardous during any flood		
	1. The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.		
	2. Any fill platform associated with development does not create a local site-specific flood island isolating the user from safety during flooding		
Section 2.5.2 Mitigating Urban Heat Island Effect			
PO1	1. Evaporative cooling is enabled through implementation of design initiatives and features, including: 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.	An Ecologically Sustainable Development (ESD) strategy has been prepared for the proposed development, part of which involves a commitment to reduce the risk of urban heat. Refer to the ESD Report at **Appendix TT**.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.	Details of the proposed paving materiality is provided in the Landscape Design Report attached at **Appendix K**.	✓
	3. Public seating has adequate shading.	Proposed landscape design offers suitable levels of shading, particularly in areas where public seating is proposed.	✓
PO2	1. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access.	The orientation of the buildings and the allocation of building mass across the site has been designed to achieve natural cross ventilation and solar access in accordance with the ADG.	✓
	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.	Landscaping has been proposed to be integrated into the buildings, particularly on the facades.	✓
	4. A minimum of 50% of non-industrial rooftops are to be either vegetated, light coloured or irrigated using harvested stormwater.	Outdoor terrace areas are proposed to be landscaped, including 2,321m^2 of soft landscaped area on the rooftops.	✓
	5. Low heat conductive materials, appropriate insulation, wider eaves on northern and western facades reduce passive internal heating of the building.	Materiality is detailed in the Architectural Design Report provided at **Appendix B**.	✓
	6. To minimise energy use, buildings can: a. apply green roof and green façade/wall elements to reduce heat loads on internal spaces; b. Use external shading on north and northwest facades; c. Use sub floor ventilation; and d. Provide outdoor clothes drying facilities.	Refer to the ESD Report provided at **Appendix TT** for details on the ESD Strategy and initiatives proposed throughout the development to minimise energy use.	✓
Section 2.5.3 Salinity			

Performance Outcome	Benchmark Solution	Comment	Compliance
PO1	1. Undertake salinity investigations prior to development and prepare a Salinity Management Plan.	A Salinity Management Plan has been provided at **Appendix GG**.	✓
	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: 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.		
PO2	1. Demonstrate that disturbance to the natural hydrological system is minimised by: 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.	Refer to the Hydrogeological Report provided at **Appendix EE**.	✓
PO3	1. Implement the following salinity management guidelines and codes of practise (or updates thereto) for land development (not limited to): 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	Refer to the Salinity Management Plan provided at **Appendix GG**.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	d. Local Government salinity initiative documents, including: i. Site Investigations for Urban Salinity; ii. Land Use Planning and Urban Salinity; iii. Building in a Saline Environment; and iv. Roads and Salinity.		
	2. Where soil sampling is required to be undertaken as part of salinity investigations, provide the following details: 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	1. Retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors.		
Section 2.5.4 Acid Sulfate Soils			
PO1	1. An Acid Sulphate Soils Assessment is to be provided with all development applications.	An Acid Sulfate Soil assessment is provided at **Appendix FF**. The site is situated within a relatively sloped shale environment and does not display any likely indicator of acid sulfate soils (ASS) presence which suggests that the occurrence of ASS is unlikely.	✓
	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.		

Performance Outcome	Benchmark Solution	Comment	Compliance
PO2	1. Development is designed in accordance with relevant standards to withstand increased corrosion and durability impacts associated with acid sulfate soil.		
PO3	1. Landscape-led design minimises the potential for environmental and waterway impacts from development on acid sulfate soils.		
Section 2.5.5 Erosion and Sediment Control			
PO1	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 planned which will, when implemented, minimise erosion of soil from the site and, accordingly, sedimentation of drainage systems and waterways.	Within the Integrated Water Management Report provided at **Appendix M**, a Soil and Water Management Plan has been developed as the site was found to be of a high erosion hazard. Therefore, to meet the guidelines within the *Managing Urban Stormwater, Soils and Construction Manual (1998)*, two temporary sediment basins are to be constructed with temporary discharge away from the site. The nature and design of these basins are detailed in the Civil Engineering Plans attached at **Appendix L**.	✓
Section 2.6 Road Design for Arterial and Sub-Arterial Roads			
Not applicable. The proposed development does not include the development of any arterial nor sub-arterial roads.			
Section 2.7 Parking design and access			
PO1	1. Parking is to meet AS 2890 and AS 1428.	A Transport and Accessibility Impact Assessment (TAIA) is provided at **Appendix N**. The design of parking spaces is compliant with the provisions of AS 2890 and AS 1428.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
PO2	1. A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement.	The entrance points to the basement structures are compliant. Refer to the Architectural Plans at **Appendix B**.	✓
	2. Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level.	Refer to the Architectural Plans at **Appendix B**.	✓
PO3	1. Parking areas do not significantly interfere with pedestrian through-site links.	All parking is proposed to be located in the basement.	✓
PO4	1. Locate vehicle access points on the secondary frontage or via a rear lane.	Vehicle access points have been located away from main areas of activity, on New Street, Innovation South and Centre Loop West. Access for Building A and Building B is from a secondary frontage, however due to the positioning of Building C having a frontage along both Badgerys Creek Road and Innovation South Road, access had to be provided via Innovation South Road. This represents the most appropriate outcome as it will enable the operation of the building as a mixed use development, while protecting pedestrians from vehicle movements.	✓
	2. Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages.	N/A	
	3. Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building.	N/A	
PO5	1. Where integrated basement car parking is used, these: 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	The basement servicing Building A and Building B is an integrated basement. Access is provided from two entrance points. The proposed basement design can appropriately accommodate services and infrastructure, and vehicle	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.	movements as detailed in the Civil Engineering Plans attached at **Appendix L** and the TAIA at **Appendix N**.	
PO6	1. Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes.	Vehicular access point have been positioned in locations away from pedestrian activities.	✓
	2. At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition.	The proposed design of the basement/s has considered Crime Prevention Through Environmental Design (CPTED) principles, as detailed in the CPTED Report provided at **Appendix R**.	✓
	3. Separate pedestrian and bicycle access from vehicular circulation areas.	Bicycle access to the basement is proposed via lifts.	✓
	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.	N/A	
	5. Change pavement (colour and/or texture) to: 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. f. Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas.	Detailed of paving and materiality are provided in the Landscape Design Report at **Appendix K** and the Architectural Design Report at **Appendix B**.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
PO7	1. Locate vehicle access points on the secondary frontage or rear lanes with access and egress points provided in a forward direction.	As above in PO4.	✓
	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.	Forward direction entrance and exit is enabled by the proposed design.	✓
	4. Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements.	Turning circles are swept paths are appropriate. Refer to the Civil Engineering Plans at **Appendix L**.	✓
	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.	To be considered at the detailed design stage.	
PO8	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: 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).	N/A. All parking is provided in the basement.	
	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.		

Performance Outcome	Benchmark Solution	Comment	Compliance
PO9	1. With the exception of heavy vehicle entries, use pervious surfaces for at grade parking and driveway design other than entry for heavy vehicles.	Refer to the materiality schedule within the Architectural Plans at **Appendix B**.	✓
	2. Where appropriate, incorporate a permeable surface in car washing spaces. The use of turfed or gravel surfaces is considered acceptable, provided the water is treated to prevent contaminants from entering the stormwater system.		
PO10	1. Where development includes a mechanical parking installation, such as car stackers, turntables, car lifts or other automated parking systems, a Parking and Access Report is to be provided	N/A. No mechanical parking is proposed.	
	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: 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.	The provision of tandem parking is compliant with these controls, except where tandem parking has been proposed for residential spaces too.	✓
	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.	N/A. No mechanical parking is proposed.	
	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.	Compliant.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
PO11	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.	This will be considered at the detailed design stage.	
Section 2.8 Travel Demand Management			
PO1	1. A Travel Plan must be submitted for: a. Any residential developments containing more than 50 residential units; and b. Any commercial or industrial developments which accommodates more than 50 employees.	Refer to the TAIA at **Appendix N**.	✓
PO2	1. To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where: a. The development complies with all other development standards; b. Subdivisional roads generally conform with the road pattern shown on the Indicative Layout Plan; and c. The consent authority is satisfied the carrying out of the development willnot compromise road safety.	N/A Access to adjoining properties is not required.	
	2. Where the consent authority grants such consent, the temporary access must be constructed to the Council's standards except in the case of a State classified road, which must be designed and constructed to TfNSW's standards. Conditions will also be imposed to limit access to the designated road when alternative access becomes available.		
Section 2.9 Service and loading design			
PO1	1. Where a waste collection point is provided within a basement, head height clearances and aisle widths on Level 1 of the basement are to be sufficient for the largest loading vehicle (minimum 5m high) to enter the site, unload and exit the site in only one (1) reverse vehicle movement.	N/A. Waste collection is proposed on the ground floor.	

Performance Outcome	Benchmark Solution	Comment	Compliance
	2. All servicing, including waste and recycling collection, to be carried out wholly within the site with collection points at convenient locations.	The allocation of space for servicing and waste collection is located within the site. There are separate servicing/waste collection points for each building, located within the boundaries of the site.	✓
	3. Where waste and recycling bin rooms and collection points are located within the basement, a floor to ceiling clearance of 6.5m is required to allow for the overhead mechanical loading of bins within the basement by garbage trucks.	N/A. Waste collection is proposed on the ground floor.	
PO2	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).	To be considered at the detailed design stage.	
PO3	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.	The proposed allocation of space for servicing vehicles includes four HRVs (including one dedicated for waste collection), two MRVs and one SRV. For the purpose of loading and servicing, the space allocated is considered appropriate given the anticipated size and frequency of waste collection services, general servicing and deliveries. Refer to the TAIA at **Appendix N** for further detail.	✓
	2. Residential developments containing more than 60 dwellings provide at least 1 service delivery space, capable of accommodating at least a: 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: a. Intended use of the premises; b. Frequency of deliveries/collections; c. Size and bulk of goods to be delivered/collected;		

Performance Outcome	Benchmark Solution	Comment	Compliance
	d. Size of vehicles to be used; and e. Likely impacts on traffic safety and efficiency on adjoining roads		
Section 2.10 Airport Safeguarding			
Section 2.10.1 Protection of Operation Airspace			
PO1	1. Any plumes caused by a development do not: a. Have peak vertical velocities of more than 4.3m/sec; or b. Incorporate flares, unless an aviation impact assessment is completed and determines flares are acceptable.	An Aviation Safeguard Assessment is provided at **Appendix NN**. The assessment is based on NASF guidelines including aircraft noise, windshear and turbulence, wildlife hazards, lighting, aviation facilities and public safety areas.	✓
PO2	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: a. Motorway and freeway lighting; b. Flare plumes from industrial activities; c. Flood lighting from stadiums or outdoor recreation facilities; and d. Construction lighting		
	2. Lighting within the primary light control zones – Zones A, B, C and D: a. Must not exceed the following intensity of light above a 3-degree horizontal: i. Zone A – 0 candela (cd); ii. Zone B – 50 cd; iii. Zone C – 150 cd; and iv. Zone D – 450 cd. OR b. Be fitted with a screen/shroud that prevents the light emission above the horizontal plane		

Performance Outcome	Benchmark Solution	Comment	Compliance
	3. Proposals within 6km of the Airport: a. Must not include coloured or flashing lights; or b. Where coloured or flashing lights are to be incorporated, the proposal must be referred to the relevant Commonwealth body.		
	4. The appearance, material, reflectivity and aesthetics of the roofscapes consider the flight path and flight zone.		
Section 2.10.2 Noise			
PO1	1. Residential development is constructed in accordance with Table 3.	Refer to the Noise and Vibration Impact Assessment provided at **Appendix KK**.	✓
	2. An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels.		
Section 2.10.3 Wildlife Hazards			
PO1	1. All waste bins are designed and installed with fixed lids.	The selection of waste bins is to be considered at the detailed design stage.	✓
	2. Any bulk waste receptacle or communal waste storage area is contained within enclosures that cannot be accessed by birds or flying foxes.	Bulky waste storage is provided for in bulky waste rooms.	✓
	3. Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.	The stormwater design and drainage mechanisms are detailed within the Integrated Water Management Report provided at **Appendix M**.	✓
	4. Buildings and structures are designed to minimise the opportunity for roosting areas	No hollow areas have been incorporated into the design of the development to limit roosting.	✓
PO2	1. Refer to Appendix B for a list of suitable landscape species	Noted.	

Performance Outcome	Benchmark Solution	Comment	Compliance
	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: a. Incorporates alternative landscape species not listed within Appendix B; b. Incorporates landscape species denoted within the landscape species list; c. Will result in more than 5 trees being planted in 1 group (group refers to touching mature canopies); and/or d. Provides a spacing between a group of 5 or more trees that is less than 100m.	Refer to the suite of documents prepared by the ecologist in addition to the Wildlife Hazards Assessment provided at **Appendix EEE**. As the development includes the creation of ponds and planting of new species, it has been rated a low to high risk to attracting wildlife. As such, to ensure that birds and other wildlife do not present a hazard to aircraft, a set of mitigation measures are proposed to support the design of the pond and planting pallet.	✓
	3. The ecologist report is to consider building, site, and water body design outcomes and/or landscape maintenance measures that will mitigate bird and flying fox attraction and roosting areas.		
Section 2.11 Services and Utilities			
PO1	1. Meet the design requirements as per the Western Sydney Street Design Guidelines Section C5.4 Electricity.	Refer to the Electrical Infrastructure Assessment provided at **Appendix QQ**.	✓
	2. Locate electricity supplies within verge.		
PO2	1. Infrastructure is designed and located to: a. Integrate with building design and the public domain; b. Not be visible from the public domain unless appropriately screened by landscaping; and c. Make a positive contribution to the public domain.	Refer to the Infrastructure Delivery, Management and Staging Plan provided at **Appendix PP**. The integration of new infrastructure into the proposed development will be designed in accordance with the DCP.	✓
	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 Western Sydney Street Design Guidelines.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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 Western Sydney Street Design Guidelines.		
PO3	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.	The proposed development will not adversely affect the function of any utility.	✓
	2. Where development is proposed on land containing or adjacent to easements, applicants are to consult with the organisation responsible for the maintenance and management of the easement.	N/A. The site is not impacted by easements.	
	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		
	4. Locate infrastructure taking into account any future road widening to minimise relocation of assets.	The proposed development has made design allowance for future works to occur. This includes the widening of Badgerys Creek Road or connection of infrastructure to future works.	✓
PO4	1. Refer to the provisions within the Western Sydney Engineering Design Manual for details on shared utility trenching.	The proposed strategy relating to infrastructure is detailed in the Infrastructure Delivery, Management and Staging Plan provided at **Appendix PP**.	✓
	2. Avoid placement of services within the road carriageway.		
	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.		

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Performance Outcome	Benchmark Solution	Comment	Compliance
PO5	1. Allow for the installation of the following within the utility corridor: a. Recycled water purple pipes; b. Vacuum waste collection system; c. Hydrogen district cooling/heating systems; and d. Micro-grids for energy sharing.		
PO6	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.	As detailed within the Infrastructure Delivery, Management and Staging Plan provided at **Appendix PP**, there is existing NBN and Telstra fibre cables along Badgerys Creek Road.	✓
	2. Follow the design guidance as per the Western Sydney Street Design Guidelines Section C5.6 Telecommunications and Section C6.3 5G Mobile Telecommunications.		
PO7	1. Where a recycled water scheme (supplied by stormwater harvesting and/or recycled wastewater) is in place, development shall: 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.	The water management of the proposed development is detailed in the Integrated Water Management Report provided at **Appendix M**.	
Section 2.12 Sustainability			
PO1	1. All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site.	The sustainability initiatives of the proposed development are detailed in the ESD Report at **Appendix TT**.	
	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.	Refer to the Net Zero Statement at **Appendix FFF**.	

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Performance Outcome	Benchmark Solution	Comment	Compliance
Section 2.13 Smart Places			
PO1	1. Potential services which could be incorporated into multi-function poles include: 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.	N/A The proposed development does not include the incorporation of multi-function poles.	
	2. Meet the following design requirements: a. Placement is a minimum of 600mm from the face of kerb; b. Placement avoids impacts on existing and future mature street tree canopies; c. Co-locate with other street furniture; and 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.		
PO2	1. Where developments are providing pit and pipe infrastructure, specifications in the Digital Infrastructure Technical Report: Western Parkland City are met to accommodate future smart city infrastructure.	As shown in the Civil Engineering Plans provided at **Appendix L**, the overarching stormwater strategy includes a series of pipes, pits and interim OSD tanks which will be gravity drained into the below ground stormwater system constructed as part of the Innovation South works (by others). The proposed stormwater design is in accordance with DCP requirements.	✓
PO3	1. Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption.	To be considered at the detailed design of the proposed development.	
	2. Use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).		

Performance Outcome	Benchmark Solution	Comment	Compliance
	3. Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid.		
	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.		
PO4	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.		
	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: 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.		
Section 2.14 Design for Safe Places			

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Performance Outcome	Benchmark Solution	Comment	Compliance
PO1	1. Visibility and surveillance are provided in all areas of development. 2. Adjoining buildings overlook public places. 3. Building frontages face streets and transport corridors to provide passive surveillance. 4. Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed) (as indicatively shown in Figure 9).	A CPTED Report has been provided at **Appendix R**. The report states tat the development provides central, activated public domain areas through the communal open space areas and retail development at ground level. The retail components of the development and the residential lobbies have the opportunity to incorporate visually transparent materials.	✓
PO2	1. Building entrances are accessible, clearly visible, legible and allow users to see into or out of the building before entering / exiting. 2. Pedestrian paths have well defined routes, clear sight lines and do not channel users into dead ends that are poorly lit or to areas with opportunities for concealment (as indicatively shown in Figure 8) 3. Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots. 4. If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance.	The CPTED Report states all building entrances are accessible, clearly visible and facilitate sight lines to publicly accessible areas such as residential, commercial and hotel lobbies, waste rooms and mail rooms and retail / supermarket spaces. Additionally, the ground level of the development will incorporate high activity areas including lobbies, retail, communal open spaces, and passive seating areas outside the tavern, hotel lobby and supermarket.	✓
PO3	1. Car parking areas and structures are designed in accordance with CPTED principles. 2. Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour. 3. Ground levels of car park structures are sleeved with active uses to support passive surveillance. 4. Ensure passive surveillance to and from the public domain for at grade car parking areas.	The CPTED Report confirms that all basement levels have been designed to incorporate multiple lift/stair cores, which will reduce the distance residents and visitors must travel from their vehicles to the lift/stair cores. Pedestrian access points to the basement levels will be easily identifiable through the design and positioning of the lobbies. Further, the orientation of lobby access towards key public domain areas proposed within the site such as the Central Loop West hotel drop off zones, the eastern	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	5. Pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm.	through-site link, the central riparian zone, the western flexible open space area and the Level 1 commercial outdoor space.	
	6. Facade systems are designed to integrate safety barriers and systems while also incorporating visual transparency to facilitate passive surveillance from and to the public realm.		
PO4	1. Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.	The CPTED Report notes that future lighting structures throughout the development will be adequate to illuminate public domain areas, pathways, lobbies, lift/stair cores, mail rooms and the ancillary residential areas. Ultimately this is to be considered at the detailed design stage.	✓
	2. Use public lighting to connect areas between lights and avoid unnecessary areas of darkness. The areas should be lit to the minimum AS 1158.Illuminate public areas, entrances to buildings and concealed corners.		
	3. Minimise lighting spillage onto surrounding properties by designing in accordance with AS 4282.		
PO5	1. Clearly demonstrate ownership of private and public space in the design of the public realm and built form.	The CPTED Report confirms that the design of the proposed development demonstrates clear design cues that give strong indication to the delineation of what is private and what is publicly accessible areas.	✓
	2. Use landscaping to delineate between public and private spaces rather than building materials (e.g. solid fences).		
Section 2.15 Universal Design and Access			
PO1	1. Paths, ramps, steps, and lifts comply with AS 1428-2009 Design for Access and Mobility.	Refer to the Accessibility Compliance Report, provided at **Appendix X**.	✓
	2. Provide safe, logical, and predicable pathways that consider: a. Sight lines; b. Legibility;	The proposed pedestrian network across the site creates a legible and accessible public domain that provides connection between the different components of the development. The pathways are considered safe and are	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	c. Weather protection; d. Cultural safety; e. The needs of children, the elderly, and people with disabilities; and f. Access and signage information.	protected by landscaping, passive surveillance opportunities and overall design aspects including materiality and width.	
	3. Built form is stepped with the topography to provide at grade access for all ground floor uses.	The built form of all three buildings is deemed accessible. Refer to the Accessibility Compliance Report, provided at **Appendix X**.	✓
	4. An access report is required where universal access is a requirement of the Disabilities Discrimination Act 1992.	Refer to the Accessibility Compliance Report, provided at **Appendix X**.	✓
Section 2.16 Waste Management and Circular Economy			
PO1	1. Submit a waste management plan to support circular economy activities that also details the quantity and type of waste generated and how this will be managed, reused and recycled. Where possible, incorporate technologies such as vacuum extraction or on-site food processing.	Refer to the Operational Waste Management Plan provided at **Appendix MM** for details on the management of waste collection, the anticipated waste generation, and the location of waste rooms across the development.	✓
	2. Co-locate and integrate waste infrastructure on sites with multiple uses by providing a single collection point for waste and recycling.		
	3. Demonstrate that organic waste can be managed in the building through measures such as: a. Multiple options for on-site organic waste to maximise recovery (e.g. communal composting, worm farms, individual composting, dehydrators); b. Organics and recycling service to all households; or c. Energy generation from organic waste (anaerobic digestion) at lot and precinct scale.		
PO2	1. Collection points (including but not limited to reverse vending machines and ewaste drop-off) must be located with adequate space for servicing, ease of use and to encourage the		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.		
PO3	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.		
PO4	1. Waste storage areas are designed to: a. Accommodate the required number and size of waste bins; b. Provide space for the bins to be accessed, rotated and manoeuvred 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.		
PO5	1. Waste storage areas are to:		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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: 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; f. Comply with the Building Code of Australia and Relevant Australian Standards; and g. Comply with Local Council Policy and contractual service provisions.		
	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	1. Waste storage and collection areas are to: a. Where possible, be integrated wholly within the developments built form; b. Not be visible from the street or public domain;		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.		
PO7	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.		
Section 2.17 Subdivision Design			
Not applicable. No subdivision is proposed by this application.			
Section 2.18 Earthworks and retaining walls			
PO1	1. Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.	Earthworks are proposed to ensure the suitability of the site to accommodate the proposed development. Refer to the Civil Engineering Plans attached at **Appendix L**.	✓
	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.		
PO2	1. Level transitions must be managed between lots and not at the interface to the public domain.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	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 and landscape design.		
PO3	1. Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.		
	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.		
Section 2.19 Public Art			
Not applicable. No public art is proposed as part of this development.			
Chapter 4 Non-Residential Development in Centres			
Section 4.1 Road Network and Design			
Not applicable. The proposed local road identified as New Street has been designed in accordance with Section 2.3.1 in relation to Riparian Streets.			

Performance Outcome	Benchmark Solution	Comment	Compliance
Section 4.2 Built Form			
Section 4.2.1 Relationship to the public domain			
PO1	1. Building design responds appropriately to topography, with regular transitions that maximise integration between ground floor level and street level.	The sitting of building mass responds to the topography of the site, particularly including the location of the riparian corridor.	✓
	2. Building design is to incorporate a variety of materials and a schedule of materials and finishes is to accompany all development proposals.	A variety of materials are proposed across the three buildings, creating visual interest and diversity while signifying the different uses within the mixed-use nature of the development. Refer to the Architectural Design Report at **Appendix B**.	✓
	3. Materials provided to building under crofts are to be integrated into the main building facade treatments.		
PO2	1. 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.	The ground plane will be activated by multiple retail tenancies across all stages of the development, in addition to the supermarket and the tavern.	✓
	2. Non-active (i.e. non-retail, non-commercial, non-entertainment or non-community uses) uses to the principal street frontages are to be minimised.	Active uses are orientated towards the street frontage.	✓
	3. Provide wide and legible entry/lobby areas and pedestrian pathways accessed from a public street or public open space.	The lobbies are considered accessible and are located in visible areas for pedestrian convenience.	✓
	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.	The materiality of the building facades have been designed in accordance with the use of the buildings. Refer to the materiality schedule provided in the Architectural Design Report at **Appendix B**.	✓
	5. Upper floors are to be designed to overlook streets and public places to provide casual surveillance.	The design of the terrace spaces provides opportunities for passive surveillance and areas of gathering.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	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.	Due to the highly activated frontages, there are minimal blank walls or areas with no openings.	✓
	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	A range of retail tenancies are provided to create diversity, promote activation and interest to attract people to the site for different reasons.	✓
	8. Shopping centres and arcades are to maximise activation of the adjacent street and public domain and enhance permeability between public streets and places.	The supermarket benefits from access to the public plaza and a frontage to the through site link, benefiting from pedestrian visibility to maximise activation.	✓
	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.	The entrance points to the buildings are accessible.	✓
Section 4.2.2 Amenity and sustainability			
PO1	1. Provide a minimum floor to floor height of: a. 5m on the ground floor of commercial buildings; and b. 3.6m on the first commercial floor and any commercial the floor above.	The floor to floor heights are compliant with the requirements.	✓
PO2	1. Building depth from facade to core is to be 12m	Compliant.	✓
	2. Podiums are setback 3m from the property boundary fronting existing and new streets	Compliant.	✓
	3. Any part of a building more than 40m in length must be designed with at least two distinct building components, each of which is to: a. Have its distinct architectural character; and b. Not exceed 25m in length	The non-residential component of Building B exceeds 40m in length but is separated into distinct building components due to the location of the through site link along the ground plane. Additionally, the outdoor terrace	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	4. Buildings less than or equal to 40m in length, may have a single architectural character provided that the cohesive elements establish a 'fine grain' articulation	areas create a discontinuation of building mass and create diversity in the built form.	
	5. The maximum gross footprint for a commercial tower is 1,500 sqm.	N/A. The proposal comprises a mix of uses and does not include a commercial tower.	
Section 4.2.3 Building setbacks and separation			
PO1	1. In a commercial building, the setbacks for podium and tower elements are as follows: a. Ground floor and podium: Nil setback (built to the property boundary). b. Tower: i. A primary street setback of minimum 6m; ii. 6m side setbacks; iii. Rear setback of 12m; and iv. Irrespective of (i), towers may have a nil setback on the primary street, subject to wind and microclimate analysis.	Refer to discussion in EIS.	✓
PO2	1. A minimum of 3 hours solar access between the hours of 9am and 3pm on 21 June is to be provided to a minimum of 70% of those public areas impacted by a commercial development	Building A does not have any adverse overshadowing impacts to public areas.	✓
Section 4.2.4 Built Form			
PO1	1. Building design is to reflect the following: a. The part of the building that relates to the public domain; and b. The details and building elements including building entries, ground floor, lower floors, top floor, roof and corners.	The non-residential portions of the development relate to the public domain through the provision of legible, accessible areas to accommodate pedestrians.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	2. 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.	The proposed façade of Building A is detailed in the Architectural Design Report provided at **Appendix C**.	✓
	3. Incorporation of balconies, openings and other design elements that modulate the facade is encouraged above the ground floor to provide rhythm and interest	Elements of architectural articulation are incorporated into the design of Building A to create visual interest and environmental amenity.	✓
Section 4.2.5 Shelter and Shade			
PO1	1.Provide continuous awnings along the built form for shading and shelter of the adjacent footpath or public domain (including station plazas).	Awnings are incorporated into the design of Building A on the southern, western and eastern elevation to create shading and shelter opportunities for pedestrians. The awnings do not conflict with other façade elements of the building, nor street trees or landscaping opportunities. The height of the awnings is compliant.	✓
	2. Awnings are to be designed with: 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: 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: a. Streetlights; b. Signage; c. The kerb of trafficable lanes to protect from bus and truck overhang; and d. Other street infrastructure.		
Section 4.2.6 Development in walking catchment of mass transit			

Performance Outcome	Benchmark Solution	Comment	Compliance
PO1	1. New development adjacent to or nearby a station plaza or place, station interchange areas and the Metro station itself is to integrate with that development (as designed or constructed).	Building A is located within proximity to the Bradfield Metro Station, but does not have opportunity to integrate with the Metro Station due to the separation between the sites created by Centre Loop West.	✓
	2. All building frontages to a station plaza or interchange addresses and activates the public realm with well-designed and active street frontages, providing for land uses that support both daytime and night-time activity uses.	Building A does not have a frontage to the Bradfield Metro Station, but the activation of the ground plane offers the continuation of pedestrian activity from the Metro Station.	✓
	3. Built form is to maintain continuity and alignment of the street and to physically define the station plaza.	The built form of Building A is not located adjacent to the Bradfield Metro Station, limiting the opportunity for continuation and building alignment.	✓
	4. Driveways, loading docks, electrical substations and servicing facilities are located away from transit entry points and waiting areas, adjoining station plaza areas or significant pedestrian routes to the transit node.	The entrance to the servicing and loading facilities for Building A is located towards the northern portion of the building's frontage to Centre West Loop, away from the sports field and the through site link to protect pedestrian safety.	✓
Section 4.3 Parking and travel management			
Section 4.3.1 Car parking			
PO1	1. On-site car parking is to be provided between the minimum and maximum rates in Table 7.	Refer to the TAIA provided at **Appendix N**.	✓

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Performance Outcome	Benchmark Solution	Comment	Compliance

Land use	Zone / Centre	Within 800m walking distance of a metro station	Greater than 800m walking distance of a metro station	
		Maximum parking rate	Minimum parking rate	Maximum parking rate
Tourist and Visitor Accommodation (Hotel, motel, or serviced apartments, backpacker accommodation)	All	1 space / 5 apartments or rooms, plus 1 space per 5 employees.	1 space / 5 apartments or rooms, plus 1 space per 5 employees.	1 space / 3 apartments or rooms, plus 1 space per 5 employees.
Office or business premises		1 space / 100m² GFA		
Bulky goods premises		1 space / 100m² GFA	1 space / 100m² GFA	1 space / 75m² GFA
Shop, restaurant of cafe		1 space / 90m² GFA	1 space / 90m² GFA	1 space / 45m² GFA
Supermarkets		1 space / 200m²	1 space / 200m²	1 space / 50m²
Shopping centre		1 space / 400m² GFA	1 space / 400m² GFA	1 space / 50m² GFA
Entertainment facility		1 space / 100m²	1 space / 100m²	1 space / 25m²
Hospital		1 space / 6 beds plus 1 space / 4 staff.	1 space / 6 beds plus 1 space / 4 staff.	1 space / 4 beds plus 1 space / 4 staff.
Place of public worship		1 space / 100m²	1 space / 100m²	1 space / 25m²
Childcare centre		1 space / 2 employees with a maximum of 3 spaces plus:	1 space / 2 employees with a maximum of 3 spaces plus:	1 space / employee with a maximum of 6 spaces plus
		• 2 spaces if less than 24 enrolment places; or • 3 spaces if 24 enrolment places and above.	• 2 spaces if less than 24 enrolment places; or • 3 spaces if 24 enrolment places and above.	1 space / 10 children in enrolment.
Educational		1 space / 6 staff	1 space / 6 staff	1 space / 4 staff
Medical centre or health consulting rooms		1 space / 200m² Proposals for medical centres must include a traffic report accurately predicting traffic generation based on similar sized medical centres.	1 space / 200m² Proposals for medical centres must include a traffic report accurately predicting traffic generation based on similar sized medical centres.	1 space / 75m² Proposals for medical centres must include a traffic report accurately predicting traffic generation based on similar sized medical centres.
Recreational facilities		5 spaces / 100m²	5 spaces / 100m²	7 spaces / 100m²
Swimming pool		5 spaces / 100m²	5 spaces / 100m²	7 spaces / 100m²
Other land uses				
All uses not listed above	Neighbourhood Centre	1 space / 100m² non-residential GFA	1 space / 100m² non-residential GFA	1 space / 75m² non-residential GFA
	Enterprise Zone	1 space / 250m² non-residential GFA	1 space / 250m² non-residential GFA	1 space / 150m² non-residential GFA
	Mixed Use	1 space / 200m² non-residential GFA	1 space / 200m² non-residential GFA	1 space / 125m² non-residential GFA
Motorcycle parking	All	Motorcycle parking – 1 space / 10 car spaces.		
Accessible car parking		2% of all spaces.		
Car share		Office, business, industrial or retail premises – minimum 1 space per 40 car spaces provided.		
Electric vehicle spaces		Office, business, industrial or retail premises – minimum 1 space per 40 car spaces provided.		

2. For activities not identified in Table 6, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide.	N/A

Performance Outcome	Benchmark Solution	Comment	Compliance
PO2	1. All parking spaces for car share schemes are to be: a. Located together in closest proximity to entry and exit points of the building; and/or b. Located adjacent to a public road and integrated with the streetscape through appropriate landscaping where the space is external; and c. Signed for use only by car share vehicles.	Car share schemes have been incorporated into the design of the basement structures. Refer to the Architectural Plans at **Appendix B** and the TAIA at **Appendix N** for further detail.	✓
	2. Parking spaces for car share schemes located on private land are to be retained as common property by the Owners Corporation of the site.		
PO3	1. Design electric vehicle parking spaces with associated charging stations within or immediately adjacent to the parking spaces.	The proposal incorporates the provision of electric vehicle parking spaces. Refer to the Architectural Plans at **Appendix B** and the TAIA at **Appendix N** for further detail.	✓
	2. Site on-street charging stations are to be located within the Flex Zone, a minimum of 600mm from the face of the adjacent kerb.		
	3. Site charging stations clear of pedestrian paths of travel and do no inhibit desire lines.		
	4. Car parking spaces are designed to be easily converted into electric charging stations.		
	5. Provide charging points for micro mobility devices and prioritise parking for these vehicles.		
Section 4.3.2 Bicycle parking			
PO1	1. Bicycle parking is to be provided in accordance Table 8 below. The minimum number of bicycle parking spaces is to be rounded up to the nearest whole number.	The proposal accommodates for approximately 256 bicycle parking spaces for non-residential uses, exceeding the minimum required by the DCP. For a breakdown of the allocation of bicycle parking, refer to the TAIA provided at **Appendix N**.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance

Use	Employees	Customers / visitors
Hotel, motel, or serviced apartments	1 space / 4 staff	1 space / 20 rooms
Backpackers accommodation		1 space / 10 beds
Office or business premises	1 space / 150m^2 GFA	1 space / 400m^2 GFA
Bulky goods premises	1 space / 600m^2 GFA	1 space / 1,000m^2 GFA
Shop, restaurant of cafe	1 space / 25m^2 GFA	2 spaces plus 1 space / 100m^2 over 100m^2 GFA
Shopping centre	1 space / 200m^2 GFA	1 space / 300m^2 sales GFA
Pub	1 space / 100m^2 GFA	1 space / 100m^2 GFA
Entertainment facility	N/A	Whichever is greater of: a) 1 space / 15 seats; or b) 1 space / 40m^2 GFA.
Place or public worship	N/A	
Hospital	1 space / 15 beds	1 space / 30 beds
Community centre	1 space / 10 staff	2 spaces plus 1 space / 1,000m^2 GFA
Childcare centre	1 space / 10 staff	2 spaces / centre
Primary school	1 space / 20 staff	1 space / 5 students
Secondary school		
Tertiary educational institution	1 space / 10 staff	1 space / 10 students
Medical centre or health consulting rooms	1 space / 5 practitioners	1 space / 200m^2 GFA
Swimming pool	1 space / 10 staff	2 spaces / 15m^2 of pool area
Library	1 space / 10 staff	2 spaces plus 1 space / 200m^2 GFA
Art gallery or museum	1 space / 1,000m^2 GFA	1 space / 200m^2 GFA

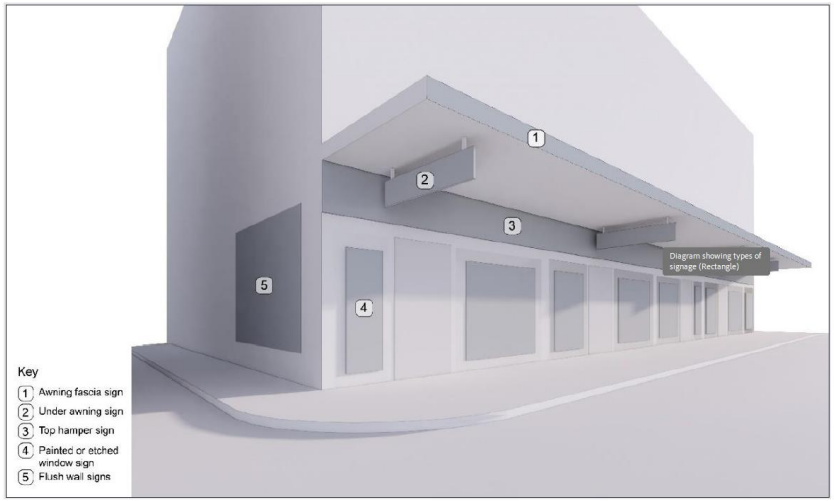
PO2	1. Where bicycle parking for tenants is provided in a basement, it is to be located: a. On the uppermost level of the basement and with access to the building lobby; and b. Close to entry and exit points.	Bicycle parking is provided in basement areas that are accessible to visitors.	✓
PO3	1. 1 charging station for electric bicycles is provided for the first 5 bicycle spaces within a development, and for every 10 bicycle parking spaces thereafter	To be accommodated at the detailed design stage.	
PO4	1. A safe path of travel from the bicycle parking to entry and exit points is marked.	To be considered at the detailed design stage.	
	2. Access to bicycle parking areas are: a Rideable (i.e. users do not have to dismount to access); b. A minimum of 2m wide to allow a pedestrian and a person on a bicycle to pass each other;	Areas dedicated for bicycle parking are accessible for cyclists and will be well signified to ensure safety and legibility.	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
	c. Accessible via a ramp where needed; d. Clearly identified by signage; and e. Accessible via appropriate security or intercom systems.		
	3. Bicycle parking for visitors is provided in an accessible at grade location near a major public entrance to the development and is appropriately signposted.		
Section 4.3.3 End of trip facilities			
PO1	1. Lockers and bicycle parking spaces are decoupled.	As noted in the TAIA at **Appendix N**, end of trip facilities will be considered at the detailed design stage of the proposed development.	
	2. The following end of trip facilities are provided at the following rates: a. 1 personal locker for each bicycle parking space; b. 1 shower and change cubicle for the first 5 bicycle spaces or part thereof, plus an additional shower for every 10 bicycle parking spaces thereafter; c. Showers and change facilities may be provided in the form of shower and change cubicles in a unisex area or in both female and male change rooms; and d. Locker change room and shower facilities are located close to the bicycle parking area, entry/exit points.		
Section 4.4 Signage in Centres			
PO1	1. Signage placement, design and dimensions comply with Table 9.		✓

Performance Outcome	Benchmark Solution	Comment	Compliance

Table 9 Signage in Centres Placement Design and Dimensions

Signage type	Placement/ Maximum size
Shop front sign	Does not project above, below or beyond the return edge of the fascia.
Under-awning signage	Maximum dimensions 2.5m x 0.3m.
Flush wall sign	Maximum 5 sqm.
Building identification sign	Maximum of 1 sign per building.



2. Signage is provided only for the purposes of business identification or wayfinding.

3. Where signage is for the purpose of business identification, it clearly identifies the name and street number of the business or activity undertaken on the premises.

4. For developments with multiple tenancies, one freestanding common tenancy sign is allowed per street frontage and the size is restricted to a maximum size of 10 sqm.

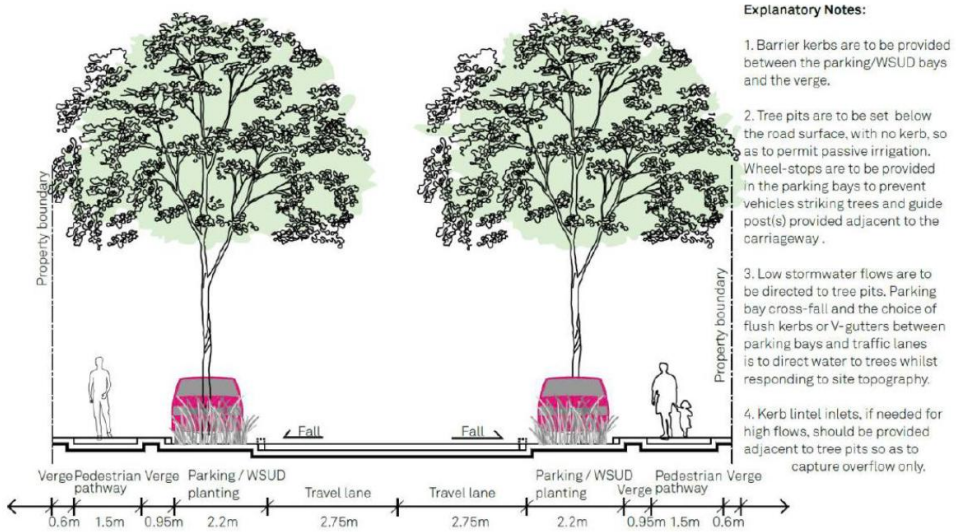
5. Sculptural features that reflect company branding may be considered as signage on a merit basis.

Given the mixture of uses across the development, various signage zones are proposed on the elevations of the buildings and on the ground floor. The dimensions of each signage zone comply with the requirements detailed in the DCP.

Detailed design and the contents of the signage zones are not included within the scope of the proposed development. Signage plans are provided within the Architectural Plans provided at **Appendix B**.

Performance Outcome	Benchmark Solution	Comment	Compliance
	6. Signage should be confined to the ground level of the building, awning, or fascia, unless demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.		
PO2	1. Signage does not include moving, revolving, strobing, or flashing components which would impact Airport operations.		
	2. Signage does not cause undesirable overshadowing or impacts on properties overlooking the signage.		
	3. Signage is installed/constructed so that it can easily be removed when the business is no longer operating on the premises.		
PO4	1. Illuminated signage may only be permitted where it can be demonstrated that it is necessary, suitable to its context, and will not result in adverse impacts on visual amenity and safety, including aviation safety.		
	2. The illuminance, luminance and threshold increment of illuminated signage complies with AS 4282-1997.		
	3. Up-lighting of signs is prohibited. Any external lighting of signs is: a. Downward pointing; b. Focused directly on the sign; and c. Prevents or minimises the escape of light beyond the sign.		
	4. Illumination must not cause glare, traffic hazard, environmental impacts, or another nuisance.		
	5. The maximum night-time luminance of any sign does not exceed 300 cd/sqm. A lighting report may be required in some circumstances.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	6. A curfew may be imposed on the operation of illuminated signs where continuous illumination may impact adversely on the amenity of residential buildings, serviced apartments or other tourist and visitor accommodation, or have other adverse environmental effects.		
PO5	1. Signage is structurally sound and securely fastened to prevent accidental damage or injury.		
	2. Overhead signage provides a minimum of 2.4m high clearance to a public footpath below any signage device.		
	3. Signage must maintain the view of any traffic sign, traffic signals or street name, and does not reduce drivers' line of sight.		
PO6	1. A signage strategy is to be prepared for all signage applications that contain more than four business premises.		
Chapter 5 Residential Development			
Section 5.1 Road network and design			
Section 5.1.1 Street Design			
PO1	Road design for Collector and Local roads as identified on the Aerotropolis Precinct Plan are to be consistent with the typical arrangements shown in Figure 20 to Figure 23.	New Street has been designed in accordance with the Riparian Street structure as per Section 2.3.1 of the DCP due to the level of sensitivity required by the riparian corridor.	

Performance Outcome	Benchmark Solution	Comment	Compliance
	 Figure 22 Typical local street		
Section 5.2 Built Form			
Section 5.2.1 Relationship to the public domain			
PO1	1. Building design responds appropriately to topography, with regular transitions that maximise integration between ground floor level and street level.	The building design of the mixed-use residential buildings, including Building B and Building C responds to the natural characteristics of the site including the riparian corridor and the topography.	✓
PO2	1. Pedestrian entries are to be clearly visible from the public domain 2. Provide wide and legible entry/lobby areas and pedestrian pathways accessed from a public street or public open space	Pedestrian entrance points to the buildings are visible to the public domain, particularly as the ground floor comprises active uses. Additionally, the entrance lobby areas are clearly visible from main areas of pedestrian	✓

Performance Outcome	Benchmark Solution	Comment	Compliance
		activity and will be assisted with building identification signage.	
	3. Residential uses on the upper floors are to be designed to overlook streets and public places to provide casual surveillance	There are various opportunities for passive surveillance from residential areas, including the outdoor terrace areas where there are spaces for gathering.	✓
	4. Non-residential development associated with shop top housing at ground level is to have high activation and street presence.	The retail tenancies located on the ground floor of the mixed-use buildings create opportunities for high activation as they are orientated towards the street and areas which can accommodate high levels of pedestrian activity.	✓
	5. No hardstand parking spaces are permitted directly in front of any residential building front door or pedestrian entrance point.	No parking spaces are provided in front of any residential building.	✓
	6. Building facades are to be articulated by: a. Off-setting walls; b. Providing a physical break in the building; c. The use of a mix of different materials and detailing; and d. The inclusion of balconies, verandas, pergolas, and landscaped beds.	The design strategy for the facades of the buildings is detailed in the Architectural Design Report provided at **Appendix C**.	✓
PO3	1. For the primary frontage, fencing: a. Must have a maximum height of 1.2m; b. Must not prevent surveillance by the dwelling's occupants of the street or communal areas; c. Must be at least 30% transparent for elements exceeding 1m in height; and d. Must be of a materiality integrates with the design of the development	Fencing details are to be considered at a future stage.	✓
	2. For secondary frontages fencing must have a maximum height of 1.2m in height.		

Performance Outcome	Benchmark Solution	Comment	Compliance
	3. For corner lots, fencing may have a maximum height of 1.8m in height, stepping down to allow for casual surveillance from the development to the street frontages.		
Section 5.2.2 Amenity and sustainability			
PO1	1. Development for the purpose of multi dwelling housing is to contain the minimum lot width and sizes: a. Minimum lot size is 800 sqm; and b. Minimum lot width is 24m	N/A. The development is not for the purpose of multi-dwelling housing.	
PO2	1. The maximum gross footprint for a residential tower above 5 storeys in height is 650 sqm.	The proposed development exceeds this footprint. However, the activation of the ground plane and methods of architectural articulation mitigate against the floorplate. Specifically, the number of apartments on each circulation core complies with the ADG, while the levels of cross ventilation and solar access also comply with the ADG to ensure a high standard of residential amenity is achieved.	-
PO3	1. Multi dwelling housing and adjoining properties must receive a minimum of three hours of sunlight between 9am and 3pm on 21 June to the following areas: a. 1 living room; and b. 50% of the private open space.	The level of solar access complies with the requirement set out in the ADG. For further detail, refer to the Architectural Design Report at **Appendix C**.	✓
	2. Solar access for residential flat buildings and shop top housing is to achieve the solar access requirements set out in the Apartment Design Guide.		
	3. Orient habitable rooms and windows to take advantage of northern aspects		
	4. Locate non-habitable rooms, such as service areas and circulation areas on the south side of the buildings		

Performance Outcome	Benchmark Solution	Comment	Compliance
	5. Provide skylight or clerestory windows to improve solar access and provide shared light to poorly lit parts of a dwelling, where orientation and design cannot achieve performance outcome.		
PO4	1. The internal layout of the dwelling must incorporate cross ventilation. 2. Natural ventilation is available to each habitable room.	The level of cross ventilation complies with the requirements set out in the ADG. For further detail, refer to the Architectural Design Report at **Appendix C**.	✓
PO5	1. Ceiling heights for multi dwelling housing are to be a minimum of 3.1m on the ground floor and a minimum 2.7m above ground. (Note: This height is measured from the top of the finished slab level). 2. Ceiling heights for residential flat buildings and shop top housing are to be in accordance with the Apartment Design Guide.	Ceiling heights comply with the requirements set out in the ADG. For further detail, refer to the Architectural Design Report at **Appendix C**.	✓
PO6	1. Each dwelling provides principal private open space with a minimum dimension of 4m, and a minimum area as follows: a. 1 bed / studio: 16 m²; b. 2 bed: 25m²; and c. 3+ bed: 35m². 2. Where the minimum 4m dimension cannot be provided at a level gradient due to site constraints, terraced areas may be considered. 3. One living area should have a direct link to the principal private open space.	For an assessment of the amount of private open space for each apartment dwelling, refer to the Architectural Design Report at **Appendix C**.	✓
PO7	1. Building siting, window location, balconies and fencing are designed to maximise privacy on site and adjoining buildings and outdoor spaces.	The sitting and composition of building mass has been designed to ensure that residential privacy is protected.	✓
Section 5.2.3 Building setbacks			

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Sydney, NSW 2000
colliers.com.au

Performance Outcome	Benchmark Solution	Comment	Compliance
PO1	2. Multi dwelling housing is to meet the following building setbacks and separation distances: a. Minimum front setbacks: 4.5m (ground level) and 5.5m (first floor). b. Minimum secondary frontage (corner sites): 2.5m (ground level) and 2.5m (fist floor). c. Minimum 6m side and rear setbacks. d. Minimum 3m setback to a rear lane.	Refer to discussion in EIS.	
	3. Residential flat buildings and shop top housing development is to be guided by the guidelines and principles of State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development and the Apartment Design Guide.		
	4. Residential flat buildings and shop top housing is to meet the following front building setbacks: a. Minimum front setbacks: i. Residential flat building: 6m (balconies and other articulation may encroach up to 4.5m to the boundary). ii. Shop top housing: 0m first floor setback and 4m above the first floor. b. Secondary street (corner lot) setback: i. Residential flat building: 6m. ii. Shop top housing: 3m.		-
	5. The minimum setback from the side and rear property boundaries for residential flat buildings and shop top housing is to comply with the requirements of the Apartment Design Guide		
	6. Zero side setbacks are permitted for the upper floors providing the side wall contains no windows or other openings.		
	7. Notwithstanding the setback controls outlined in control (1) or (2) above, balconies and other minor articulation may encroach 1.5m into the building setback provided it can		

Performance Outcome	Benchmark Solution	Comment	Compliance
	maximise solar access, support landscaping or supports an articulated façade which can improve visual interest and reduce the perceived bulk and scale of development.		
PO2	1. Multi dwelling housing, residential flat buildings and shop top housing is to be supported by a minimum of 3m landscape width along all fence lines for the inclusion of screen planting and boundary planting		✓
	2. Screen planting on the boundary is to reach a minimum height of 2.5m at maturity.		
	3. Landscaping along the boundary is to be strategically placed to have the optimal effect in relation to both the provision of privacy and the achievement of solar access controls.		
Section 5.2.4 Diversity and accessibility			
PO1	1. Studio and one bedroom units must not be less than 10% of the total mix of units within each development.	The dwelling mix is diverse and achieves compliance with the DCP. Refer to the Architectural Design Report at **Appendix C**.	✓
PO2	1. Liveable dwellings are spread throughout the proposed development at the same rate of 1 bedroom, 2 bedroom, and 3 bedroom dwellings.		
	2. 10% of all dwellings or a minimum one dwelling, whichever is greater, must be designed in accordance with the Australian Adaptable Housing Standard (AS4299- 1995), to be capable of adaptation for people with a disability or elderly residents.		
Section 5.3 Parking and travel management			
Section 5.3.1 Car parking			
PO1	1. On-site car and bicycle parking is to be provided between the minimum and maximum rates in Table 10.		✓

Performance Outcome	Benchmark Solution	Comment	Compliance

Land use	Within 800m walking distance of a metro station	Greater than 800m walking distance of a metro station	
	Maximum parking rate	Minimum parking rate	Maximum parking rate
Attached and detached dwelling Small lot housing	Studio or 1 bedroom – 1 space / dwelling		
	2 bedroom – 1 space / dwelling	2 bedroom – 1 space / dwelling	2 bedroom – 2 spaces / dwelling
	3 or more bedrooms – 1 spaces / dwelling	3 or more bedrooms – 1 spaces / dwelling	3 or more bedrooms – 2 spaces / dwelling
Multi-dwelling housing	Studio or 1 bedroom – 1 space / dwelling		
	2 bedroom – 1 space / dwelling	2 bedroom – 1 space / dwelling	2 bedroom – 1.5 space / dwelling
	3 or more bedrooms – 1.5 spaces / dwelling	3 or more bedrooms – 1.5 spaces / dwelling	3 or more bedrooms – 2 spaces / dwelling
	Visitor – 0.25 spaces / dwelling with a minimum of 1 space.		
	Provision of a car washing space if there are more than 4 dwellings.		
Residential flat buildings and Shop-top housing	Studio or 1 bedroom – 0.5 spaces / dwelling	Studio or 1 bedroom – 0.5 spaces / dwelling	Studio – 0.5 spaces / dwelling 1 bedroom – 1 space / dwelling
	2 bedrooms – 1 space / dwelling		
	3 or more bedrooms – 1 space / dwelling	3 or more bedrooms – 1 space / dwelling	3 or more bedrooms – 1.5 spaces / dwelling
	Motorcycle parking – 1 space / 10 car spaces		
	Provision of a car washing space for developments with more than 4 dwellings.		
Accessible car parking	1 space / adaptable dwelling		
	1 space / 20 visitor spaces		
Minimum car share spaces – multi dwelling housing, Residential flat buildings and Shop-top housing	1 space / 60 car spaces provided		
Minimum electric vehicles spaces including charging stations – multi dwelling housing, Residential flat buildings and Shop-top housing	1 space per 60 car spaces provided For all other residential development, provision for the charging of electric vehicles shall be provided.		
Bicycle parking	1 space / dwelling (resident)		
	1 space / 10 dwelling (visitor)		

2. Where car parking is not accessed from a rear lane way, at least one (1) car parking space shall be provided for attached dwellings, detached dwellings and small lot housing behind the front setback area.

An assessment of the provision of parking in accordance with the DCP requirements has been provided in the TAIA at **Appendix N**.

Performance Outcome	Benchmark Solution	Comment	Compliance
	3. For activities not identified in Table 9, the TfNSW's (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide.		
Chapter 6 Certain Land Uses			
Section 6.4 Tourist and visitor accommodation			
PO1	1. A plan of management for tourist and visitor accommodation is provided with the DA.	To be considered at a future stage of the development.	
PO2	1. The maximum length of stay for any guest is 3 months.		
	2. Tourist and visitor accommodation provide communal recreation areas of 20m2 or at a rate of 0.75m2 per person based on the maximum number of guests, whichever is greater.		
	3. Any noise-generating activities and areas that cause exposure to sensitive uses on neighbouring sites are restricted between 10pm-7am.		
PO3	1. Tourist and visitor accommodation shall be located within 800m of public transport and within easy access to facilities and services.		