URBIS

Appendix C Aerotropolis Phase 2 DCP Compliance Assessment

Performance Outcomes	*Benchmark Solutions*	*Comment*	*Compliance*
PART 2.0 GENERAL PROVISIONS			
2.1 Recognise Country			
2.1.2 Engagement Requirements			
PO1 *The cultural values and heritage, waterways and landscapes of Country form a key structuring element of development.* *Development retains and connects and provides access to landscape elements including ridgelines, waterways and native vegetation.*	**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*	The proposed development has been informed by a 'Cultural Overlay Framework' prepared by Ngurra Advisory and incorporates the principles of Connecting with Country in accordance with the Connecting with Country Framework, Precinct Plan and DCP. The landscaping design prepared by Urbis has been inspired by the principles of 'Connecting with Country' and responds to the different ecological characteristics of the site. In addition, the ACHAR prepared by City Plan assesses the cultural sensitivity of the site, the anticipated impacts of the proposal and the requirement for any mitigation. The documents and the design of the proposed development have been informed by consultation with local indigenous groups.	Yes

	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.*		
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.*	This has been considered in the design of the proposal. The architectural plans and landscape plans have been informed by the findings of the 'Cultural Overlay Framework'. They incorporate the ideas and research obtained from the engagement process and cultural values investigations. The Landscape Plans have been designed in line with strong consideration to Country and cultural values to achieve a high-quality landscape design. The design has strong links to Country and Aboriginal Cultural Values. The Landscape strategy for the site is to celebrate connections to Country views, engage with nature, and employ the appropriate management of biodiversity and water through landscaping, engineering and built form outcomes.	Yes
3.	*Development is to respect and respond to*: *a) Identified significant sites, places, views, traditional movement corridors and narratives of Country;* *b) The natural landscape, including topography and native vegetation by providing clear and legible links (within the road network and public domain)*	As above. The proposal responds to the natural topography of the land and enhances key views to existing significant portions of the site and enhancing views toward the Badgerys Creek riparian corridor.	Yes

	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.*	The proposed development has sought to respond positively to the existing topography and in so doing protects and celebrates the existing waterways. The proposed measures ensure no adverse impacts to waterway systems and processes. The proposed approach to stormwater is intended to tie into the wider work being undertaken by Sydney Water to develop its regional stormwater network which includes naturalised trunk drainage channels and wetlands. Discussions are ongoing with Sydney Water in relation to the delivery of stormwater infrastructure on the site. The proposal includes provision for an indicative design of this infrastructure which has also considered any critical elements of Country identified in the 'Cultural Overlay Framework'.	Yes
PO2 *Parks and public open space provide spaces for outdoor cultural practice, learning and play to support connection to culture and Country.*	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*	The western portion of the site is identified as 'Aboriginal cultural sensitivity – 'high and moderate' in the Aerotropolis Precinct Plan. These areas of Aboriginal cultural sensitivity are limited to the non-developable site area and will not be impacted by development. The proposal will facilitate the improvement of the ENT (areas not subject to development) and ENZ zones respectively, which connects people to bushland	Yes

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

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

	8. *When planning for and designing cultural infrastructure the proponent is to engage with relevant Traditional Custodians and other Aboriginal stakeholder types (i.e. Knowledge Holders, LALCs, Service providers and the local Aboriginal and Torres Strait Islander community) where appropriate (Section 2.1.2 of the Guideline).*	N/A – Refer Above	N/A
PO6 *Cultural narratives are embedded in public art.*	1. *Public art should respond to culture and Country, particularly within identified areas of significant Aboriginal heritage and value.*	The project design and landscape strategy has been informed by a Cultural Overlay Framework with a particular focus on landscape architecture; wayfinding; and public art installations. Public art is proposed for consideration in multiple areas across the development and integrated into the built form and landscape design through fence fabrication and art installation.	Yes
	9. *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.*	The overall design has been informed and designed by first nations representatives, as detailed in the Cultural Overlay Framework. Their input has been valuable in shaping the built form, landscape design, and integration of public art.	Yes
PO7 *Place names incorporate local Aboriginal language to enhance*	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*	There are no existing geographical features or public places within the Site.	N/A

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

	14. *The proponent is required to seek a statement from Traditional Custodians (and Knowledge Holders where appropriate) in the selection and use of local traditional language.*	Should Aboriginal naming be utilised a statement will be sought from Traditional Custodians in the selection of local language.	Can comply
2.2.1 Aboriginal Cultural Heritage			
PO1 *New development adjacent to or within the vicinity of an item or place of Aboriginal heritage significance or cultural value should not impact on that item, or place.* *Development is to consider visual and physical connections between items and places*	1. *New development is appropriately sited to ensure that the curtilage or setting of the Aboriginal item or place of cultural value is retained.*	An Aboriginal Cultural Heritage Assessment (ACHAR) has been prepared and undertaken by CityPlan. It demonstrates the developable area is located away from proposes a series of planned management and mitigation measures to appropriately relocate, protect and conserve identified Aboriginal cultural heritage items identified. The identified sites registered in the Aboriginal Heritage Information System (AHIMS) are located within the western portion of the site and include the recommendation for an Aboriginal Cultural Heritage Management Plan to be prepared prior to the issue of a Construction Certificate to appropriately deal with the identified items.	Yes
	15. *The development must consider surrounding landscaping, topography, views and connection with other Aboriginal sites. Possible uses for sites with identified Aboriginal heritage include passive open space, environmental conservation, and riparian corridors.*	The developable site area is situated within the eastern half of the property to retain the vegetation and riparian corridor along the western half. These areas are divided by landscaping and the future regional basin which can act as a future interfaces to the bushland and waterways. Nevertheless, it is noted that this land will remain in private ownership and not accessible to the public at least until such time that the lands reserved for acquisition are either acquired or dedicated. In addition, an ACHAR has been prepared by CityPlan to assess the Aboriginal values present	Yes

		across the site. It found one area of potential archaeological deposit (PAD) during the survey, which was confirmed to require relocating as part of future Aboriginal cultural heritage management plan.	
PO2 *Heritage items and landscapes shall provide for long-term conservation outcomes.*	1. *Development on sites containing heritage is to provide opportunities for people to engage with heritage and culture. This may include heritage or cultural values interpretation, artwork, signage, and or public access. Any interpretation or signage is to be delivered in consultation with relevant Aboriginal stakeholders, considering the sensitivity of Aboriginal cultural heritage, knowledge and values.*	Subject to the implementation of recommendations, the ACHAR confirms the proposal will not impact any identified Aboriginal sites and this proposal is not expected to contribute to the cumulative impact of Aboriginal archaeological sites. As Aboriginal cultural heritage values are closely tied with landforms and landscape, no development is proposed for these areas.	Yes
	2. *Development proposals for sites containing Aboriginal cultural heritage and cultural values are to be accompanied by a conservation strategy ensuring long-term conservation and restoration (where relevant) outcomes.*	The ACHAR provides recommendations to manage any potential impacts.	Yes
PO3 *The archaeological potential of sites is to be determined as part of detailed site investigations.* *Aboriginal archaeological sites are conserved, and significant archaeological remains are protected and interpreted.*	1. *Any land with the potential to contain archaeological remains is to be subject to detailed investigations and assessment to determine the level of archaeological intervention required. Intervention may include the following:* *a) Unexpected finds procedure;* *b) Monitoring during works; or* *c) Formal salvage excavation.*	CityPlan has carried out an ACHAR and provided recommendations to mitigate any impacts to archaeological items. It states where suspected human remains are identified during construction works, all work in that area will cease and the area cordoned off as well as implementing an Unexpected Finds Policy.	Yes
2.2.2 Non-Aboriginal and European Heritage			

PO1 *Inappropriate or unsympathetic alterations and additions of heritage items are removed, and significant missing details and building elements are reinstated.*	1. *Alterations and additions to existing heritage items do not dominate or detract from the original building in terms of scale, materials, siting, landscaping, and views.*	The site does not meet the criteria for local or State heritage significance, nor does it contain unlisted items of potential heritage significance. The Statement of Heritage Impact (SOHI) prepared by Urbis notes that the heritage items identified within Figure 4 of the Precinct Plan have been investigated. The SOHI found that despite these figures there a no heritage items located within the site. Therefore, this benchmark is not applicable.	Yes
	16. *Any unsympathetic or inappropriate previous alterations or additions are removed.*	N/A	N/A
PO2 *The impact of new development adjacent to or within the vicinity of a heritage item is minimised.*	1. *Development in the vicinity of a heritage item minimises the impact on the setting of the item by:* *a) Providing an adequate area around the building to allow interpretation of the heritage item;* *b) Retaining original or significant landscaping (including plantings with direct links or association with the heritage item);* *c) Protecting and allowing the interpretation of archaeological features; and* *d) Retaining and respecting significant views to and from the heritage item.*	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
	2. *Any new development in the vicinity of heritage items should be of a contemporary design that incorporates materials that do not overwhelm any adjacent heritage items.*	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A

	3. *Open spaces should be planned around heritage items to ensure it maintains its prominent siting and encourage opportunity for active and passive interaction with the place.*	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
	4. *Highly activated urban areas in the vicinity of a heritage item must be carefully and respectfully sited, designed and landscaped to ensure that heritage values associated with the heritage item are protected.*	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
PO3 *The subdivision of land on which a heritage building is located does not isolate the building from its setting or context, or adversely affect its amenity or privacy.*	1. *Front and rear setbacks are adequate to ensure the retention of the existing landscape character of the heritage item or conservation area and important landscape features.*	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
	2. *Any significant historical pattern of subdivision and lot sizes is to be retained*	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
	3. *Subdivision or site amalgamation involving heritage items or contributory buildings do not compromise the setting or curtilage of buildings on or adjoining the site*	The SOHI found that there are no listed or unlisted potential heritage items within 250m buffer of the study area. Therefore, the proposed development would not impact adjacent heritage items.	N/A
PO4 *Archaeological sites are conserved, and significant archaeological remains are protected and interpreted.*	1. *Any works that may impact a known, or potential, archaeological site must have an archaeological assessment undertaken to determine the archaeological significance of the site and appropriate management procedures.*	A Historical Archaeological Assessment has been prepared to confirm the site has low archaeological significance.	Yes
2.3.1 Waterway Health and Riparian Corridors			

PO1 *Development retains and restores native vegetation and riparian corridors.*	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.* 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.*	The Biodiversity Assessment Report demonstrates the proposed development will not directly impact Badgerys Creek, located to the west. Given the project is SSD, a controlled activity approval is not required per section 4.41(1)(g) of the EP&A Act noting the future infrastructure works associated with the basin in proximity to the creek line. Notwithstanding the above, the recently exhibited draft Sydney Water scheme plan (below) includes a more detailed design for the location of trunk drainage and regional stormwater infrastructure. This information provides more clarity around the location of the natural trunk drainage path to the north (running north-south).The Applicant is working with Sydney Water to resolve and agree on a suitable location for any future trunk drainage passing through the site. In addition to the above, a Vegetation Management Plan (VMP) has been prepared in accordance with NSW Natural Resources Access Regulator (NRAR) (2018) *Guidelines for controlled activities on waterfront land – riparian corridors* to protect and enhance the Badgerys Creek riparian zone.	Yes
	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*	N/A – The site does not contain Proteaceae species or habitat for the eastern pygmy possum and will maintain habitat connectivity.	N/A

	3. *Weeds from creeks, streams and riparian areas are removed and replaced with appropriate native planting.*	Non-native pasture grasses and weeds will be removed during earthworks. Native planting and restoration is proposed under the Vegetation Management Plan and project landscaping.	Yes
	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.*	Stormwater infrastructure has been located within the ENT and ENZ zones for which the site is deemed certified land pursuant to the Growth Centres Biodiversity Certification Order which has been extended until 1 July 2026.	Yes
PO2 *Protect key aquatic habitat where it occurs.*	1. *Where aquatic habitat exists, proposed development responds to Policy and Guidelines for Fish Habitat Conservation and Management by the Department of Primary Industries and other relevant guidelines.*	Existing aquatic habitats will not be impacted by the proposed development. The project is consistent with the DPI Fisheries guidelines and no key fish habitat will be directly impacted by the proposed works. Indirect impacts such as erosion and sedimentation of Badgerys Creek associated with construction activities would be mitigated through implementation of a CEMP.	Yes
	2. *Aquatic fauna habitat is rehabilitated in streams of Strahler Order 2 and higher*	Habitat for aquatic fauna would be improved along Badgerys Creek within the study area through restoration and revegetation of the riparian corridor under a VMP.	N/A
	3. *Existing habitat, such as fallen debris, is retained in streams of Strahler Order 2 and higher.*	A Vegetation Management Plan (VMP) has been prepared in accordance with NSW Natural Resources Access Regulator (NRAR) (2018) *Guidelines for controlled activities on waterfront land* to protect and enhance vegetation along Badgerys Creek in the west of the site. This includes measures to enhance aquatic habitat. Existing large woody debris within Badgerys Creek would not be removed.	Yes

PO3 *Development provides increased connectedness to high quality passive open space and the blue-green grid*	1. *Road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian areas and species movements in accordance with NSW Department of Primary Industries' requirements to maintain fish passage.*	No road crossings are proposed	N/A
PO4 *Riparian streets shown on the Aerotropolis Precinct Plan are delivered as part of subdivision and civil works and riparian corridors are integrated with the public domain and active transport connections.*	1. *Riparian streets are to be designed generally in accordance with the indicative cross sections at Riparian street indicative cross section - Mixed Use Zone (centres and residential) and* **Figure 1** *and Guidelines for Controlled Activities on Waterfront Land—Riparian Corridors Published by NSW Department of Industry in May 2018.*	N/A – there are no riparian streets within the site or within close proximity to the site.	N/A
	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.*	N/A – there are no riparian streets within the site or within close proximity to the site.	N/A
	3. *On the side of the riparian corridor that is not adjacent to a public road, the outer 50% of the riparian corridor can form part of the front setback of development lots, provided the part of the setback that is within the riparian corridor is used for landscaped area and paths only (with permeable or semi-permeable surfaces).*	N/A – there are no riparian streets within the site or within close proximity to the site.	N/A

	4. *Despite any other provision of this DCP, for lots in the Mixed Use zone with development that includes active ground floor uses*: 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* 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.*	N/A – there are no riparian streets within the site or within close proximity to the site.	N/A
	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 – there are no riparian streets within the site or within close proximity to the site.	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).*	N/A – there are no riparian streets within the site or within close proximity to the site.	N/A
	7. *Maintenance access for the stormwater drainage manager must be accommodated in the design of riparian streets. Further details on access*	N/A – there are no riparian streets within the site or within close proximity to the site.	N/A

	requirements for maintenance is provided in Section 2.3.3 of the DCP.		
2.3.2 Stormwater Management and Water Sensitive Urban Design			
PO1 *Development applications must demonstrate compliance with the stormwater quality targets at all times through interim stormwater management measures incorporated within the development, or by connection to the regional stormwater system once operational.*	1. *Compliance with the water quality targets below are satisfied where development applications demonstrate:* 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 Water Management Cycle Strategy prepared by AT&L details that the proposed stormwater management measures achieve the required water quality targets.	Yes
	2. *Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. 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	Refer above however it is noted the applicant has undertaken regular engagement with Sydney Water in relation to the design and delivery of the regional stormwater infrastructure identified for this site which will negate the need for interim measures.	Yes

PO2

Development applications must demonstrate compliance with the stormwater flow targets at all times through interim stormwater management measures incorporated within the development, or by connection to the regional stormwater system once operational.

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*
   b) *The requirements of PO4 Section 2.3.2 are met.*

The Water Cycle Management Strategy has demonstrated the proposed design has adopted the operational phase Mean Annual Runoff targets from the DCP.

Yes

2. *Where the Stormwater Management Authority indicates that the regional stormwater system will not be in place to service the development interim measures must be included to achieve the waterway health objectives of the Aerotropolis Precinct Plan. 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
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

Refer above however it is noted the applicant has undertaken regular engagement with Sydney Water in relation to the design and delivery of the regional stormwater infrastructure identified for this site which will negate the need for interim measures.

Yes

PO3 *Development applications must include a Water Management Strategy (WMS).*	1. *The WMS is to provide details of:* 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.* 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) consistent with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPE, 2022).*	A Water Management Strategy has been prepared by AT&L which details the proposed stormwater quality, quantity and flow management measures. It seeks to ensure development is integrated with water cycle management to meet the Badgerys Creek and Wianamatta-South Creek Catchment stormwater management targets. WSUD principles have been incorporated into the stormwater design of the proposed development to minimise stormwater pollution leaving the site and reaching Badgerys Creek.	Yes
PO4 *The regional stormwater system includes requirements for on lot as well as streetscape measures to ensure the Targets in PO1 and PO2 are met.*	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.*	The proposed stormwater management measures for the site include: ▪ Rainwater tanks ▪ Gross pollutant traps ▪ StormFilters ▪ Regional stormwater basin	Yes

PO6 *Development must not increase existing urban salinity or result in increased salt loads in waterways, wetlands, drainage line or soils.*	1. *A salinity and or sodicity hazard assessment is required to ensure no impacts to both the waterways and built infrastructure.*	The Geotechnical Investigation included a Salinity and Aggressivity assessment.	Yes
	2. *All WSUD systems must incorporate an impervious liner, unless a detailed Salinity and Sodicity Assessment demonstrates infiltration of stormwater will not adversely impact the water table and soil salinity (or other soil conditions).*	The Geotechnical Investigation confirms the permanent water table is expected to be below the proposed excavations. A Salinity Management Plan has been prepared to appropriately manage any impacts to soil conditions.	Yes
PO7 *Drainage is designed to safely convey overland flows.*	1. *Designs shall ensure that flows are safely conveyed to avoid unsafe conditions for pedestrians and vehicles and to meet the requirements of Australian Rainfall & Runoff Guidelines 2019.*	The proposed stormwater pit and pipe network has been designed to convey flows safely in the minor (5% AEP) and major (1% AEP) events. The stormwater drainage design incorporates On Site Detention (OSD) to limit post-development peak flows to pre-development peak flow rates, ensuring no adverse flooding impacts downstream of the development.	Yes
	2. *Trunk drainage capable of conveying 1% AEP flow shall be designed as naturalised channels connecting to the existing stream system.*	Naturalised channels are not required within the development. However, surfaces have been graded and overland flow paths have been designed to encourage passive irrigation of landscaped areas.	*Yes*
	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.*	Naturalised channels are not required within the development. However, surfaces have been graded and overland flow paths have been designed to encourage passive irrigation of landscaped areas.	*Yes*
	4. *Naturalised trunk drainage channels will commence when 15 ha of catchment contribute runoff flows.*	The development is <15ha. Naturalised channels are not required within the development.	*Yes*

PO8 *Lots achieve minimum perviousness to meet stormwater drainage manager*	1. *Development is to demonstrate that the perviousness rates identified below are achieved.* **17.** *Development in the Enterprise and Agribusiness Zone:* *i. Employment – business, commercial, light industrial (three storeys and above) – 30%* *ii. Employment – Large format industrial and light industrial (up to two storeys) – 15%* **18.** ***Note 1:*** *If there is more than 1 building on a lot, the number of storeys for the purposes of this clause must be determined in accordance with the Business Zone Design Guide dated December 2021 and published on the NSW planning portal (see* **Figure 2***).* **19.** ***Note 2:*** *Where an application includes the delivery of streets, streets are to be included in the pervious surface area calculations.*	The applicable perviousness rate is 15%. The development currently achieves 36% perviousness across the whole site, and 15% permeable area for the ENT zone.	Yes
	2. *The site area pervious requirement is to be calculated in accordance with the following index:* • *Deep soil (one metre or more in depth, connected subsoil) – 100%* • *Shallow soil (less than one metre in depth, not connected to subsoil) – 75%* • *Permeable pavement – 50% Hardstand – 0%*	The applicable pervious indexes are deep soil at 100% and pavements at 50%. The development pervious rates have been calculated in accordance with this and comprise both deep soil and permeable paving to achieve site permeability targets.	Yes
2.3.3 Management and Access to Regional Stormwater Infrastructure and Waterways			

PO1 *Regional infrastructure Stormwater assets (including land and infrastructure) are managed and maintained by the stormwater drainage manager*	1. *Where land for regional infrastructure stormwater assets (including open drainage corridors as a part of riparian streets) are not identified for acquisition on the Land Reservation Acquisition Map in State Environmental Planning Policy (Precincts – Western City) 2021 development is to:* a) *Provide an allocation of sufficient, suitably located land area to allow for stormwater assets in agreement with the stormwater drainage manager.* b) *Where stormwater assets are not dedicated to Sydney Water, appropriate legal access rights are required for ongoing management and maintenance. The legal right of access must be undertaken in consultation with the Regional Stormwater Authority, Sydney Water.* c) *All costs associated with the value of land and easement creation are to be borne by the developer.*	The Precincts SEPP shows regional stormwater infrastructure is to be located downstream of the proposed development to the west of the developable area. When the downstream regional stormwater infrastructure is operational, it will receive flows from the development - subject to approval upon finalisation of Sydney Water's regional stormwater infrastructure. Notwithstanding the above is noted the applicant has undertaken regular engagement with Sydney Water in relation to the design and delivery of the regional stormwater infrastructure identified for this site which will negate the need for interim measures. These discussions also include ensuring that the design of this infrastructure can account for the minor realignment of the future park edge street.	Yes
PO2 *Development provides management access to the stormwater drainage manager*	1. *The design of development shall ensure where a riparian zone is identified in the Riparian Plan or Drainage Scheme Plan the landowner is to provide a legal right of access for the stormwater drainage manager to undertake required revegetation, management, and maintenance works.*	Access will be provided from the site to the future regional stormwater basin via a driveway at the rear of the site connecting to Pitt Street for maintenance in advance of the delivery of the future park edge street – should it ever be constructed in the future.	Yes
	2. *The maximum area of land to be designated for access for this purpose is the vegetated riparian zone or the 1% AEP, whichever the greater, for all waterways. All*	N/A access will be provided at the rear of the site through the ENZ and ENT zones through a proposed access driveway from Pitt Street.	N/A

	costs associated with the value of land and easement creation are to be borne by the developer.		
2.4 Vegetation and Biodiversity			
2.4.1 Deep Soil and Tree Canopy			
PO1 *Consolidate areas of deep soil and tree canopy and provide minimum dimensions which allow for sufficient tree planting.*	1. *Tree canopy and deep soil is provided in accordance with **Table** 1. Applicants must also have regard for the site coverage and relevant pervious surface targets outlined in this DCP.* ***Table 1** Tree Canopy, Deep Soil and Tree Planting Requirements* (table below)	Tree canopy, perviousness and deep soil details are provided for the site in the Landscape Plans and Design Report and outlined below. ▪ Canopy Cover (25% minimum): – Whole site area: 20.6% – Proposed canopy cover: 12.7% – Proposed in ENT zone: 20.9% (12% of whole site area) Deep Soil (15% minimum): – Whole site area: 37.6% ▪ Pervious Surface: – Whole site area: 39% To comply with the applicable Planning for Bushfire Protection Measures and airport safeguard guidelines to minimise wildlife risk, the maximum canopy cover just falls short of the minimum requirement.	Yes Minor variation to canopy cover target – justified.
	2. *Deep soil areas are to be a minimum 3m by 3m in dimension.*	The proposal has designed soil areas in accordance with this control. The development pervious areas for deep soil have been calculated in accordance with this requirement.	Yes

Recommended Guidance	Minimum tree Canopy Target (% of site area)	Minimum deep soil (% of site area)	Minimum Tree Planting Rates*
Attached dwellings – separate lots (or appearance of), separate driveway/parking, all dwellings face a public road.			
Less than 150m²	15%	15%	At least one small tree is to be planted in the deep soil area.
150m² – 300 m²	20%	20%	For every 200m² of site area, or part thereof at least one small tree is to be planted in the deep soil area.
Greater than 300m²	25%	25%	For every 225m² of site area, or part thereof at least one medium tree is to be planted in the deep soil area.
Multi dwelling housing – strata/community lots, ground floor access, shared driveway parking, not all dwellings face public road.			
Less than 1,000m²	20%	20%	For every 300m² of site area, or part thereof at least one medium tree is to be planted in the deep soil area.
1,000m² – 3,000 m²	25%	25%	For every 200m² of site area, or part thereof at least one medium tree is to be planted in the deep soil area.
Greater than 3,000m²	30%	30%	For every 350m² of site area, or part thereof at least two medium trees or one large tree is to be planted in the deep soil area.
Apartments – (refer to requirements in the Apartment Design Guide)			
Commercial			
All lots	35%	25%	For every 300m² of site area, at least two medium trees or one large tree is to be planted in the deep soil area.
Large format industrial and light industrial			
All lots	25%	15%	For every 400m² of site area or part thereof, at least two medium trees or one large tree is to be planted in the deep soil area.

	3. *Consolidate deep soil areas by establishing them right up to abutting and fence lines.*	Deep soil areas are consolidated in wide linear consistent setbacks along fence lines maximising soil volume for screening and canopy trees.	Yes
	4. *Consolidate deep soil in setback areas and locate with adjoining deep soil areas in adjoining properties.*	As above.	Yes
	5. *Other than Urban Parks available under the Aerotropolis Precinct Plan, a minimum tree canopy of 45% for open space is to be achieved. Where open spaces include sports courts or fields, the 45% tree canopy shall be provided outside the spaces identified for the court or field area.*	No open space is identified or proposed for the site.	Yes
	6. *Deep soil planting areas are to be de-compacted before planting with no services to be installed within these zones.*	Deep soil zones are free from services. Please see detail which outlines the ripping of the sub grade to 150mm depth to mitigate the soil compaction.	Yes
2.4.2 Protection of Biodiversity			
PO2 *Populations of threatened species are retained, and the condition of suitable habitat improves within areas of the Cumberland subregion most likely to support long-term viability*	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).*	The development footprint is biodiversity certified and does not impact any sensitive vegetation or environmental areas. High Biodiversity Value (HBV and non-certified land located in the western extent of the site is avoided, and will be managed under a Vegetation Management Plan. A Biodiversity Assessment Report has been completed describing biodiversity certification of the site, and mitigation measures provided in the Biodiversity Management Plan.	Yes

	2. *Fencing is to be constructed where required to protect threatened species habitat. Site design allows access to fencing for ongoing maintenance.*	The landscaping proposed will be designed to not create barriers to the movement of fauna along and within wildlife corridors. An Ecologist is to be contracted to perform pre-clearing/clearing surveys to protect fauna from potential construction hazards during pre-construction and during construction.	Yes
	3. *Temporary protective fencing to be erected around areas identified for conservation on or immediately adjoining the site prior to construction commencing.*	As above.	Yes
	4. *Allow public access to temporary fencing to ensure ongoing maintenance throughout construction.*	Noted.	N/A
	5. *Protect integrity of temporary fencing during construction.*	Noted.	Yes
	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).*	N/A – The Site does not contain known populations of Cumberland Plain Land Snail. Potential habitat for the Cumberland Plain Land Snail within the study area is considered too degraded and modified from historic clearing and ongoing agricultural land use to be suitable for populations of this species.	N/A
	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.*	APZs are wholly on certified land and are detailed in the Bushfire Protection Assessment.	Yes

	8. *Contain domestic cats and dogs within certified-urban capable land, consistent with relevant council guidelines as permitted and appropriate.*	N/A	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.*	The Biodiversity Assessment confirms that the majority of the site has been historically cleared and pasture-improved for the purpose of agricultural purposes. Measures including seed collection and reuse are provided for under the Biodiversity Management Plan.	Yes
PO3 *Development facilitates the connected movement of native animals through the landscape.*	1. *Avoid impacts to habitat features which provide essential habitat for native fauna including ground cover and shrub layers, emerging trees, mature trees, dead trees capable of providing habitat, natural drainage lines and rock outcrops and avoid impacts to soil within the Tree Protection Zone (TPZ) of the retained trees and the subject and neighbouring sites.*	The development footprint is biodiversity certified and does not contain any sensitive vegetation or environmental areas. A Biodiversity Assessment Report has been completed for completeness on this basis.	Yes
	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.* 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*	The development footprint is biodiversity certified. Native vegetation for connectivity purposes will be retained and restored along the western riparian corridor. Pre-clearance measures will be undertaken prior to clearing on certified land. A Biodiversity Assessment and Biodiversity Management Plan has been completed on this basis.	Yes

	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 *Within land subject to the Cumberland Plain Conservation Plan only, development adjoining conservation areas provides ecological setbacks to threatened species.*	*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.*	The development is not within 100 m of a Grey-headed Flying-fox camp. The study area is not within land subject to the CPCP. Control does not apply.	Yes

PO5 *Noise and light adjacent, and near, conservation areas does not result in any disturbance to wildlife.*	1. *High intensity lighting including industrial or commercial lighting, sports field lighting, lighting within carparking areas and associated with any industrial or commercial-scale retail development shall be designed to avoid light spill into adjoining parks and biodiversity areas (AS 4282 Control of the Obtrusive Effects of Outdoor Lighting, or updates to that standard, are to be considered as a minimum).*	The proposed development will ensure there is no light spill into adjoining sites and biodiversity areas. Light spill will be reduced into the retained land, with mitigation strategies such as restriction on lighting hours, and warm coloured LED street lighting to be used where possible in accordance with AS 4282.	Yes
	2. *Install warm coloured LED street lighting where a development footprint contains or is within 100m of known microbat colonies or habitat likely to support microbat colonies to deter insects.*	As above.	N/A
	3. *Manage light spill and noise producing activities where wildlife impacts are likely to arise from the proposed development and where development is adjacent to avoided land. Measures shall include appropriate noise treatment barriers along major roads and other light and noise attenuation mitigation measures.*	Speed limits will be enforced on all driveways to prevent harm to native wildlife. Construction and operational works will avoid and minimise impacts to native vegetation and ecological communities.	Yes
	4. *Ensure that any residual noise impacts on wildlife arising from development are appropriately mitigated*	The Noise and Vibration Impact Assessment recommends mitigation measures to manage noise and vibration emissions from activities at the site.	Yes
PO6 *Bushfire risk is minimised.*	1. *Ensure appropriate fire management regimes and hazard reduction techniques for native vegetation areas, waterways, and riparian zones.*	As part of the Bushfire Protection Assessment in response to the sites level of bushfire risk. Appropriate fire management will be undertaken for the proposed development to ensure native vegetation areas, waterways and riparian zones are not impacted.	Yes

PO7 *Retain and protect koala populations and their habitats through mitigating indirect and ongoing impacts from development.*	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.*	N/A – The site is not considered 'core koala habitat' as it is not considered as highly suitable habitat and koalas are not recorded present or recorded within the previous 18 years. There are no koala records in the locality and no feed trees present within the site.	N/A
	2. *Where a koala exclusion fence is not installed between koala habitat and certified-urban capable land, the following development controls apply:* a) *Prepare a pre-clearance koala survey immediately prior to the removal of native vegetation to ensure minimal disturbance to koala habitat. Implement a translocation plan if koalas are found. Translocation may require a licence from NSW*	N/A – as above.	N/A

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.

i. *Pre-construction Temporary Fencing*

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

ii. *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.

20. *Development Operation*

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

iii. *Vehicle Strike*

h) Implement traffic calming measures for all development

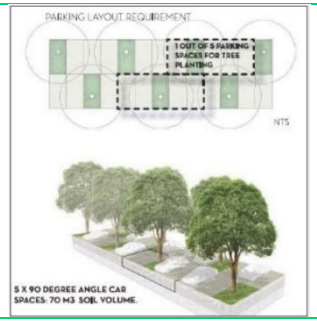
	i. *Implement 40km/hr speed limit restrictions on local roads adjacent to koala habitat.* ii. *Install koala information signposts on perimeter roads and roads adjacent to wildlife habitat areas in accordance with Austroads, Roads and Maritime Services (RMS) technical guidelines, Council Guidelines and relevant Australian Standards.* iii. *Install traffic calming devices such as speed humps and audible surfacing along perimeter roads adjacent to koala habitat.* iv. *Install koala-friendly road design structures, such as underpasses, fauna bridges and overpasses as required. Reference to the RMS Biodiversity Guidelines is to be made.*		
2.4.3 Protection of Trees and Vegetation			
PO1 *Existing trees and vegetation are retained, protected, enhanced, and incorporated into the development, wherever possible.*	1. *Development is designed to minimise impacts on trees, except for invasive species and/or noxious weeds.*	The proposed development will predominantly include the removal of weeds and trees where required. Native vegetation removal across the site has been limited to the minimum required and on biodiversity certified land.	Yes
	2. *Development is designed to minimise removal of trees (includes vehicular access, utility installations and ancillary development).*	In accordance with this control, native vegetation removal across the site has been limited to the minimum required which has been identified within the Arborist Report and Biodiversity Assessment Report.	Yes

PO2 *Minimise threats to the long-term survival of existing trees through tree preservation zones and pruning techniques.*	1. *Works and construction activities are excluded within the Tree Protection Zone (TPZ) of trees unless a qualified arborist has assessed the tree and provided guidelines as to how the work can be carried out with minimal risk to the long-term survival of the tree and this has been included in an approved Tree Protection Plan (Drawing and Specification).*	This measure will be employed by the proposal.	Yes
	2. *Any pruning or tree removal works that may impact threatened ecological communities are to adhere to the following best practice guidelines*: 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).*	Native vegetation, including trees, on non-certified land will be protected before, during and after construction. Pruning and tree removal of TECs is not proposed on non-certified land. These impacts have been considered at the strategic level for biodiversity certified land and will be carried out with regard to the best-practice guidelines. The proposed development has been located and designed to minimise impacts on important habitat features.	Yes
	3. *Development is designed to avoid impacts on trees, except for priority weeds in accordance with the Council's weed policy.*	The proposed development is expected to remove necessary trees to allow for the construction to effectively take place.	Yes
	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*	As above.	Yes

	tree reaches its identified mature height and spread.		
PO3 *Where hollow-bearing tree cannot be retained and are removed, they shall be replaced with nesting boxes, as close as possible to where the removed tree was located.*	1. *The removal of the hollow bearing trees shall be offset by the installation of nesting boxes. The size of the nest box is to reflect the size and dimensions of the hollow removed. Alternatively, the tree hollow could be appropriately mounted on one of the retained trees in a manner where it will not pose a risk to life or property.*	No hollow bearing trees were identified within the impact area. Installation of nest boxes is therefore not required.	N/A
	2. *All nesting boxes and hollows shall be mounted at least 5m above the ground.*	N/A nest box or hollow replacement not required	N/A
	3. *Requirement for 60% of nest boxes (replacement habitat) to be in place prior to clearing of hollow-bearing trees.*	N/A nest box or hollow replacement not required	N/A
2.4.4 On Lot and Streetscape Landscaping and Preferred Plant Species			
PO1 *Plant species are provided in accordance with the preferred species identified for the Aerotropolis.*	1. *Landscaping in development is to incorporate a diverse range plant species, as per the Aerotropolis DCP preferred Species List provided at* ***Appendix B*** *of this DCP. Prioritise use of Cumberland species, followed by other species that are suitable for the purpose and the microclimatic conditions of the site.*	The Landscape Plan details that Appendix B of the Aerotropolis DCP has been used to inform the species selection and reviewed by an Ecologist and Bushfire Planning Consultant.	Yes
PO2 *Landscape design reflects the cultural landscape and is integrated with the design*	1. *Landscaping is to highlight architectural features, define entry points, indicate direction, and frame and filter views into the site along sight lines.*	The Landscape Plan illustrates generous vegetated setbacks along the site boundary as well as the warehouse perimeters. Landscaping complements the architectural features of the proposed site, including at the street frontage, accessways, carparking areas, communal outdoor areas and office entry.	Yes

intent of the architecture and built form	2. *Size and scale of landscaping is responsive to the bulk and scale of the development.*	Landscaping responds to the size and bulk of the proposed warehouses. Adequate landscape setbacks have been adopted which will be utilised to create layered and dense landscaping which will also screen the buildings at the pedestrian level.	Yes.
PO3 *Landscaping complements the views to and from the public domain, as well as to and from public and private open spaces within the site.*	1. *Use appropriate species to screen side (where sufficient width permits) and rear boundaries and enhance visually obtrusive land uses or building elements (e.g. waste enclosures).*	Large canopy trees and considerable vegetated setbacks are proposed for the site boundaries to filter views from adjacent land uses.	Yes.
PO4 *Trees are planted in locations and distances apart to support their ongoing growth without causing conflict, including with the Obstacle Limitation Surface and utility services.*	1. *Trees are planted in unobstructed spaces where they have a minimum of 3 x mature trunk diameter space to grow and to limit upheaval of pavements and infrastructure.*	This is noted and will be reflected in the Landscape design.	Yes
	2. *Trees are not to penetrate operational airspace and tree heights should encourage wildlife movements below the OLS, where practical.*	This has been complied width. The trees will not penetrate the OLS at maturity.	Yes
	3. *Demonstrate that species have been selected to ensure that at maturity, heights and root systems will achieve adequate clearance from streetlights and underground services such as stormwater pits.*	The Landscape Plan ensures species selected can achieve adequate clearance from streetlights and underground services.	Yes
	4. *If required, trees can be planted in underground engineered tree pits to provide sufficient underground space to sustain the tree to maturity and beyond.*	N/A – The proposed development includes generous deep soil setbacks.	N/A

	5. *Trees are planted and spaced to ensure the locations and spacings permit the trees to establish and reach maturity with their canopy and trunk being unimpeded.*	The Landscape Plan ensures locations and spacings of trees can achieve this control. The spacing design is also guided by Bush Fire Guidelines.	Yes
PO5 *Landscaping design promotes safety and surveillance.*	1. *Within high use areas (e.g., car parking areas, children's play areas and walkways), trees at maturity have clean trunks to a height of 1.8m around facilities.*	The Landscape Plan complies with this requirement.	Yes
	2. *Medium height shrubs (0.6m – 1.8m) are avoided along paths and close to windows and doors to maintain sight lines and allow for passive surveillance.*	The Landscape Plan complies with this requirement.	Yes
	3. *Landscaping in the vicinity of a driveway entrance does not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.*	The Landscape Plan complies with this requirement.	Yes
PO6 *Landscaping is integrated with vehicular access and car parking areas on development lots to soften their visual impact, provide protection from glare, and reduce heat island effect*	1. *Provide 1 medium tree for every 5 at grade car spaces, and maximise shading (as listed and shown in the image below) by:* 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.*	Medium-large trees are planted every 5 car spaces to maximise shading and comply with Bush Fire requirements. Trees are located parallel to the parking space and staggered to maximise shading.	Yes

			
	2. *Landscaping shall not restrict driver sightlines to pedestrians, cyclists, and other vehicles on the frontage road.*	The Landscape Plan complies with this requirement. Sightlines and drivers' safety is ensured through the landscape design.	Yes
	3. *Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.5m is provided above the basement, measured from the top of the slab, and including the required drainage. This will not be calculated as part of the deep soil zone nor included as part of the urban typology (site coverage) for the site.*	The proposal includes provision for undercroft parking and not basement parking.	N/A
2.4.5 Street Tree Planting Requirements			
PO1 *Development is to incorporate street trees within public road reserves, designed to be passively irrigated through the stormwater drainage system and maximise stormwater losses through evapotranspiration*	1. *Street Tree heights and canopy spread are to be commensurate with the road reserve dimension.*	No street trees are proposed. Tree planting along the street setback to Lawson Road and Pitt Street is used to help screen development and is commensurate with the road typology.	N/A
	2. *Street trees are to be planted at a maximum of 10m intervals (trunk to trunk) on all local streets.*	Not applicable as no street trees are proposed.	N/A
PO2	1. *Provide verge street trees.*	No planting within the street verge is proposed.	N/A

Continuous tree canopy cover is achieved along both sides of the street	2. *Provide kerb extension trees.*	N/A	N/A
	3. *Provide carriageway trees.*	N/A	N/A
	4. *Provide median street trees.*	N/A	N/A
	5. *Retain and supplement trees along all proposed streets so that they provide green linkages across Aerotropolis.*	Trees are proposed within setbacks along Lawson Road and Pitt Street, as well as the northern boundary and western portion of the site where possible. The high quality tree canopy planting will provide shade and visual amenity to support the establishment of green linkages.	N/A
PO3 *Streets trees mitigate urban heat.*	1. *Provide 50% of north-south oriented streets with shade for active transit users during the hottest times of the day.*	Large-medium canopy trees are proposed within the landscape setback addressing Lawson Road and Pitt Street.	Yes
	2. *Provide 80% of east-west oriented streets with shade for active transit users during the hottest times of the day.*	Deep soil planting is proposed along the Pitt Street setback which provides additional screening should Pitt Street ever be upgraded to its envisaged sub-arterial road.	N/A
	3. *Provide for deep soil planting within the streetscape, to enable trees to reach mature heights and contribute to canopy cover.*	The proposed development includes generous deep soil setbacks.	Yes
	4. *Provide landscaping within at grade car parking areas.*	Planting in at-grade car parking areas is provided in the form of tree and understorey shrub planting.	Yes
2.5 Flooding and Environmental Resilience Management			
2.5.1 Flood Management			
PO1	*1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses*	Proposed building structures are located above (elevated) and clear of the 1% AEP flood. On-	Yes

Conveyance and storage of floodwaters through the floodplain is managed. The siting and layout of development considers flood constraints, including risks to personal safety during the full range of floods. The site layout and built form of the development is compatible with flood constraints and potential risk.	1. *Except for concessional development, development is not permissible in this area – refer to clause 4.24 of the Parkland City SEPP.*	grade structures within flood storage areas do not increase the flood extents.	
	2. *The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of:* *a) Flooding on the development;* *b) The development on flooding;* *c) Flooding and the development on property and the existing and future community; and* *d) Climate change consistent with the objectives of this DCP.*	The report has been prepared by a suitably qualified professional engineer and considers the impacts of: (a) Flooding on the development; (b) The development on flooding; (c) Flooding and the development on property and the existing and future community; and Climate change consistent with the objectives of this DCP	Yes
	3. *The FIRA has considered the impacts on flooding due to encroachment of structures and the associated collection of debris and potential for blockage*	Proposed building structures are located above (elevated) and clear of the 1% AEP flood. On-grade structures within flood storage areas do not increase the flood extents.	Yes
	4. *The FIRA assesses flood constraints for both pre and post development cases to ensure there are no significant detrimental impacts on flood behaviour or the community within and outside the development site.*	Pre and post development, with and without climate change scenarios have been assessed. Refer to the FIRA	Yes
	<u>Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses</u> 1. *Applicant to demonstrate that development as a consequence of a subdivision or development proposal, can be undertaken in accordance with a FIRA.*	The development can be undertaken in accordance with a FIRA.Refer to the FIRA.	Yes

	2. *The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of:* *a) Flooding on the development;* *b) The development on flooding;* *c) Flooding and the development on property and the existing and future community; and* *d) Climate change consistent with the objectives of this DCP.*	The report has been prepared by a suitably qualified professional engineer and considers the impacts of: (a) Flooding on the development; b. The development on flooding; c. Flooding and the development on property and the existing and future community; and Climate change consistent with the objectives of this DCP.	Yes
	3. *The FIRA assesses flood constraints for both pre and post development cases with and without climate change to ensure there are no significant detrimental impacts on flood behaviour or to the community upstream, downstream, or adjacent to the site*	Pre and post development, with and without climate change scenarios have been assessed. Refer to the FIRA	Yes
	4. *The FIRA considers:* *a) Car parks;* *b) The type of car park;* *c) For open car parks, the restraints used to secure and prevent floating vehicles from leaving the car park;* *d) For enclosed carparks, how floodwaters will be stopped from entering the enclosed car park*	The FIRA considers car parks. Some car parking may be at or below the 1% AEP event. A Flood Evacuation Management Plan (FEMP) will be prepared in detailed design to outline car park evacuation and management procedures.	Yes
	5. *For all zones, any development that includes a residential component has Habitable Floor Levels equal to or greater than the 1% AEP flood level plus 500mm freeboard.*	The development does not have a residential component.	*N/A*

	6. *Building Floor Levels are equal to or greater than the 1% AEP flood level plus 500mm freeboard in the following areas:* *(i) Enterprise Zone;* *(ii) Agribusiness Zone; and* *(iii) Mixed Use Zone.*	Compliant	Yes
	Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses 1. *Applicant to demonstrate that development as a consequence of a subdivision or development proposal, can be undertaken in accordance with a FIRA.*	The development can be undertaken in accordance with a FIRA. Refer to the FIRA.	Yes
	2. *The FIRA is undertaken by a suitably qualified professional engineer and considers the impacts of:* *a) Flooding on the development;* *b) The development on flooding;* *c) Flooding and the development on property and the existing and future community; and* *d) Climate change consistent with the objectives of this DCP*	The report has been prepared by a suitably qualified professional engineer and considers the impacts of: (a) Flooding on the development; (b) The development on flooding; (c) Flooding and the development on property and the existing and future community; and Climate change consistent with the objectives of this DCP	
	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.*	Pre and post development, with and without climate change scenarios have been assessed. Refer to the FIRA	Yes

	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.*	The development does not propose sensitive or critical land uses.Refer to the FIRA, Table 6.	Yes
PO2 *Development has minimal impact on flood behaviour.*	*<u>1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses</u>* 1. *In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges).*	Proposed building structures are located above (elevated) and clear of the 1% AEP flood. On-grade structures within flood storage areas do not increase the flood extents.	Yes
	2. *The FIRA demonstrates that the structure will not increase flood affectation to existing and proposed development within and outside the development site.*	Flood extents are not increased due to the development. Refer to the FIRA, Table 6.	Yes
	3. *The FIRA considers the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.*	The development is not expected to contribute to a cumulative worsening of regional flood conditions. Refer to the FIRA, Table 6, Sec's 7.4, 9.	Yes
	4. *The FIRA demonstrates that the peak flow at the downstream hydraulic control is maintained with development and that the shape of the flood hydrograph is generally maintained for events up to and including the 1% AEP flood event.*	Flood hydrographs are maintained pre and post development. Refer to the FIRA, Sec's 7.4	Yes
	<u>Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses</u> 1. *The FIRA demonstrates that development will not increase flood affectation to*	Flood extents are not increased due to the development. Refer to the FIRA, Table 6.	Yes

	existing and proposed development within and outside the development site.		
	2. *The FIRA demonstrates the cumulative impact of potential future development from the upstream hydraulic control to the downstream hydraulic control.*	The development is not expected to contribute to a cumulative worsening of regional flood conditions. Refer to the FIRA, Table 6, Sec's 7.4, 9.	Yes
	3. *The FIRA demonstrates that the peak flow at the downstream hydraulic control is maintained with development and that the shape of the flood hydrograph is generally maintained for events up to and including the 1% AEP flood event.*	Flood hydrographs are maintained pre and post development. Refer to the FIRA, Sec's 7.4	Yes
	Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses 1. *The FIRA demonstrates that development will not increase flood affectation to existing and proposed development within and outside the development site.*	Flood extents are not increased due to the development. Refer to the FIRA, Table 6.	Yes
	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.*	Flood extents are not increased due to the development. Refer to the FIRA, Table 6.	Yes
PO3 *Structures are designed and constructed so that they remain structurally sound for the life of*	*1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses* 1. *In addition to concessional development, the only structures to be considered in this area are for the purposes of creek*	Proposed building structures are located above (elevated) and clear of the 1% AEP flood. On-grade structures within flood storage areas do not increase the flood extents.	Yes

the development considering flood and debris forces.	*crossings (pedestrian bridges and road bridges).*		
	2. *In addition to concessional development, the only structures to be considered in this area are for the purposes of creek crossings (pedestrian bridges and road bridges).*	Proposed building structures are located above (elevated) and clear of the 1% AEP flood. On-grade structures within flood storage areas do not increase the flood extents.	Yes
	3. *All structures are of flood-compatible building components below or at the flood planning level.*	To be addressed in Detailed Design	Yes
	4. *An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris and buoyancy up to and including the flood planning level (based on the 1% AEP flood plus 500mm freeboard).*	To be addressed in Detailed Design	Yes
	Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses 1. *All structures are of flood-compatible building components below or at the flood planning level.*	To be addressed in Detailed Design	Yes
	2. *An engineer's report is submitted to certify that the structure can withstand the forces of floodwater including debris, immersion, and buoyancy up to and including the flood planning level.*	To be addressed in Detailed Design	Yes
	3. *The FIRA demonstrates that all new electrical equipment, power points, wiring, fuel lines, sewerage systems or any other service pipes and connections can be*	To be addressed in Detailed Design	Yes

	waterproofed and/or located above the flood planning level.		
	<u>Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses</u> 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.*	The development does not propose sensitive or critical land uses. Refer to the FIRA, Table 6.	Yes
	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.*	The development does not propose sensitive or critical land uses. Refer to the FIRA, Table 6.	Yes
PO4 *All fill ensures the long-term stability of the development site and is not affected by erosion.*	1. *The FIRA demonstrates that any fill as a result of the development will not be impacted by erosion and will have long term stability.*	Flood velocity and bed shear assessment indicates that changes to erosion potential due to the development has been kept to the minimum.	Yes
PO5 *The safety of users of developed areas located on the floodplain for the full range of flooding is ensured.*	*<u>1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses</u>* 1. *Applicant demonstrates that evacuation of the proposed development can be undertaken in accordance with the Local Flood Plan or SES flood emergency management strategy for the area.*	The development will have a safe flood evacuation route to Lawson Road and Elizabeth Drive at all times during construction and after completion. This is consistent with the SES flood emergency for the area. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	Yes
	2. *The FIRA demonstrates that evacuation can be undertaken consistent with the*	The development will have a safe flood evacuation route to Lawson Road and Elizabeth Drive at all times during construction and after	Yes

	Local Flood Plan or SES flood emergency strategy for the area	completion. This is consistent with the SES flood emergency for the area. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	
	Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses 1. *Vehicular and pedestrian access ensures access /egress is provided to above the predicted peak level of the PMF.*	The development will have a safe flood evacuation route to Lawson Road and Elizabeth Drive at all times during construction and after completion. This is consistent with the SES flood emergency for the area. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	Yes
	2. *The FIRA demonstrates that evacuation can be undertaken consistent with the Local Flood Plan or SES flood emergency strategy for the area.*	The development will have a safe flood evacuation route to Lawson Road and Elizabeth Drive at all times during construction and after completion. This is consistent with the SES flood emergency for the area. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	Yes
	Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses 1. *Vehicular access to precincts is designed to ensure rising road access/egress is provided to above the predicted peak level of the PMF.*	The development will have a safe flood evacuation route to Lawson Road and Elizabeth Drive at all times during construction and after completion. This is consistent with the SES flood emergency for the area. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	Yes
	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.*	The development will have a safe flood evacuation route to Lawson Road and Elizabeth Drive at all times during construction and after completion. This is consistent with the SES flood emergency for the area. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	Yes
PO6	*1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses*	The development will have a safe flood evacuation route to Lawson Road and Elizabeth Drive at all times during construction and after completion. This is consistent with the SES flood	*N/A*

Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	1. *No external storage of materials which may cause pollution or be potentially hazardous during any flood.*	emergency for the area. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	
	Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses 1. *No external storage of materials which may cause pollution or be potentially hazardous during any flood.*	There are no external storage areas proposed within flood affected land.	*N/A*
	Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses 1. *No external storage of materials which may cause pollution or be potentially hazardous during any flood.*	There are no external storage areas proposed within flood affected land.	*N/A*
PO7 *Fencing is designed and constructed so that it does not impede and/or direct the flow of floodwaters, add debris to floodwaters or increase flood affectation on surrounding land.*	*1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses* 1. *Use open type fencing.*	All perimeter security fences will be permeable open type fences and will not impact flood conveyance or behaviour.	Yes
	2. *Fencing is not permissible unless it can be shown, through a FIRA, not to impact on flood conveyance or behaviour.*	All perimeter security fences will be permeable open type fences and will not impact flood conveyance or behaviour.	Yes
	Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses 1. *Fencing is constructed in a manner that does not obstruct the flow of floodwaters*	All perimeter security fences will be permeable open type fences and will not impact flood conveyance or behaviour.	Yes

	2. *Fencing of flow paths is limited to permeable open type fences.*	All perimeter security fences will be permeable open type fences and will not impact flood conveyance or behaviour.	Yes
PO8 *Earthworks including cut and fill do not impact flood storage areas.*	*1% AEP Floodway and Critical flood Storage Areas (defined in Appendix A) Unsuitable for urban land uses* 1. *The FIRA demonstrates earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.*	Earthworks will not affect flood storage capacity. Refer to the FIRA, Sec. 7.4.	Yes
	Between 1% AEP Floodway / Critical Flood Storage and Flood Planning Area (defined in Appendix A) Unsuitable for Critical and Sensitive Land Uses 1. *The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.*	Earthworks will not affect flood storage capacity. Refer to the FIRA, Sec. 7.4.	Yes
	Outside Flood Planning Area to Probable Maximum Flood (defined in Appendix A) Unsuitable for Critical Land Uses 1. *The FIRA demonstrates that earthworks will not affect flood storage capacity or flood behaviour for the full range of flood events.*	Earthworks will not affect flood storage capacity. Refer to the FIRA, Sec. 7.4.	Yes
	2. *Any fill platform associated with development does not create a local site-specific flood island isolating the user from safety during flooding*	Fill platforms will retain safe flood free access to Lawson Road and Elizabeth Drive at all times during construction and after completion. Refer to the FIRA, Table 6, Fig. 27, and Sec. 8.1.	Yes
2.5.2 Mitigating Urban Heat Island			
PO1	1. *Evaporative cooling is enabled through implementation of design initiatives and features, including:*	Water collected from roof areas will be collected by rainwater tanks for reuse on site for non-potable purposes such as irrigation.	Yes

Site layout of development and public domain mitigates urban heat island effect.	*a) Misting infrastructure in public places during high and extreme heat days; and* *b) Irrigation of private open spaces (using harvested stormwater) with 50% of grassed areas and 100% trees irrigated.*		
	2. Use pavements which are permeable and have high albedo, resulting in less solar absorption. When using permeable pavers, it must be demonstrated that there is no impact on the salinity or sodicity of underlying soils.	Permeable paving is proposed to be used for 1217 m^2 of the site within the carpark areas. A Salinity Management Plan has been prepared to minimise impacts to soils.	Yes
	3. Public seating has adequate shading.	High quality canopy trees are proposed to be planted across the site to provide shade to workers and visitors. In addition, the outdoor communal area is undercover and supplemented by planting to provide amenity to workers.	Yes
PO2 *Buildings minimise cooling demand indoors and heat absorbance through orientation, the design of roofs and facades and materials.*	*1. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access.*	The warehouse buildings are oriented in an east-west direction to ensure both buildings have sufficient and equal access to north facing sunlight. This orientation optimises daylight access, as well as provides appropriate building spacing to permit natural ventilation to across building components without obstruction.	Yes
	2. Provide western and northern facades with external shading devices to shield the building from hot summer sun, while allowing direct sunlight in winter.	Tree planting is provided at setbacks and building facades to naturally shade these interfaces. In addition, the office windows at the western facades been architecturally treated to manage direct solar access.	Yes
	3. Integrate green infrastructure into buildings, including healthy vegetation, green walls, and irrigation in open spaces.	Green infrastructure has been investigated and incorporated into the project where possible. Irrigation of open areas is proposed along with	Yes

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

hydrogeologic regimes are accurately identified.	*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.*	Noted. Refer to the Salinity Management Plan for further details.	Yes
PO2 *Development avoids disturbing high-risk saline soils to minimise the movement of salt in the landscape, increase soil health and prevent soil structural decline.*	*1. Demonstrate that disturbance to the natural hydrological system is minimised by:* *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.*	The environmental and geotechnical investigations provide mitigation and management measures to ensure potential soils and groundwater impacts can be avoided. It notes a Soil and Water Management Plan (SWMP) would be prepared and implemented to include measures to manage and reduce the risk of water quality impacts associated with the works. With appropriate strategies in place, the risk of increased sedimentation in the receiving watercourses would be substantially reduced. In addition, where excavation activities are deep enough to intercept groundwater, dewatering may be required. Where possible the dewatered groundwater should be used on-site for irrigation or dust suppression activities	Yes
PO3	*1. Implement the following salinity management guidelines and codes of practise (or updates thereto) for land development (not limited to):*	The Salinity Management Plan addresses the relevant guidelines and codes of practice.	Yes

Salinity management and codes of practise are adhered to and based on NSW and local government guidelines	a) *Western Sydney Salinity Code of Practice (Western Sydney Regional Organisation of Councils, 2003).* b) *Western Sydney Hydrogeological Landscapes: May 2011 (First Edition) data package.* c) *Relevant Australian Standards, including AS 2159, AS 2870, AS 3600, AS 3700 and AS 2870; and* d) *Local Government salinity initiative documents.*		
	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* d) *Preliminary block layout to allow for development plans to address salinity issues.*	The Geotechnical Investigation provides the details highlighted in the requirements.	Yes
PO4 *Achieve healthy ecosystems by supporting soil ecology and support water retention in the clay landscape of the Cumberland Plain.*	1. *Retain undisturbed soil networks that occur in riparian corridors, parks, nominated streets and specially designed natural soil corridors.*	The site has been subject to extensive clearing. Notwithstanding, the riparian corridor within the site will remain generally undisturbed.	Yes
2.5.4 Acid Sulfate Soils			

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

Development is to ensure 80% of all flows leaving the construction site achieves total suspended solids of 50mg/L or less and a pH of 6.5-8.5 during the construction and building phases until the site is stabilised and landscaped	*Management Plan must be submitted for sites greater than 2,500sqm. These plans must be prepared in accordance with Appendix D.21.*	Refer Soil and Water Management Plan (SWMP) by AT&L.	
	2. *The ESCP or CPESC must demonstrate compliance with the construction phase targets, outlined in the table below throughout the construction and building phases until the site is stabilised and landscaped.*	The prepared plans ensure compliance with the construction phase targets. Refer Soil and Water Management Plan (SWMP) by AT&L.	Yes
	3. *The ESCP or CPESC must illustrate that appropriate controls have been planned which will, when implemented, minimise erosion of soil from the site and, accordingly, sedimentation of drainage systems and waterways.*	The prepared plans demonstrate the appropriate controls have been outlined to minimise the erosion of soil, sedimentation of drainage systems and waterways. Refer Soil and Water Management Plan (SWMP) by AT&L.	Yes
2.6 Road Design for Arterial and Sub-Arterial Roads			
PO1 *The design, functionality and safety of arterial and sub arterial roads is consistent across the Aerotropolis Growth Area.*	1. *Direct vehicle access to properties from the Arterial and Sub-Arterial roads identified in the Precinct Plan is not permitted, except for land uses that require or benefit substantially from access to major roads (for example service stations) and where approval is obtained from the relevant roads authority.*	The proposal / site includes an interface with Pitt Street, which is identified as a sub-arterial road. The timing of the upgrade of Pitt Street is unknown and the only access proposed is for the purposes of Sydney Water's future access requirements in relation to facilitating access to the future regional stormwater basin.	Yes
	2. *Road design for Primary Arterial Roads, Primary Arterial Roads (Rapid Bus), and Sub arterial Roads as identified on the Precinct Plan are to be consistent with the*	The proposal allocates the required corridor for the future Pitt Street upgrade. Note, no built form or upgrade works are proposed.	Yes

	typical arrangements shown below in **Figure 3**, **Figure 4** *and* **Figure 5**.		
	3. *Implement fauna-sensitive road design elements to minimise environmental impacts, such as vehicle strike during and after road construction and upgrading.*	N/A	N/A
PO2 *Support temporary site access that is required but not currently available.*	1. *To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where:* a) The development complies with all other development standards; and b) The consent authority is satisfied the carrying out of the development will not compromise road safety.	N/A – there is existing access to the site and no temporary access is required.	N/A
	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.*	N/A - Temporary access is not required.	N/A
2.7 Parking Design and Access			
PO1 *The design and layout of car parking and vehicular access is safe and functional.*	1. *Parking is to meet AS 2890 and AS 1428*	All parking has been designed in accordance with AS2890 and AS142.	Yes

PO2 *Prioritise use of basement car parking areas in mixed use areas and Centres.*	1. *A maximum of one 6m wide basement vehicle entry and one 6m wide basement exit is provided per basement.*	N/A - The proposed development does not exist in a mixed use area or Centre.	N/A
	2. *Basement ceilings are stepped in order to allow for ground floor levels to be provided at natural ground level.*	N/A – as above.	N/A
PO3 *Where required due to flooding or geological constraints preventing the use of basements, at grade and above ground car parking does not detract from public*	1. *Parking areas do not significantly interfere with pedestrian through-site links.*	No through-site links relate to the site and therefore parking areas do not significantly interfere with pedestrian through-site links. Key pedestrian travel paths have been separated from vehicle travel paths where possible.	Yes
PO4 *Above ground car parking is designed to activate the streetscape and not detract from the public domain.*	1. *Locate vehicle access points on the secondary frontage or via a rear lane.*	There is no existing secondary frontage to a road which can provide access for vehicles noting Pitt Street cannot accommodate access provisions for the site. Vehicular access will predominantly be provided via Lawson Road. A future park edge street is located at the rear of the site. Access from these secondary streets is not practicable nor feasible noting that these are unlikely to be delivered until the wider precinct is delivered and collector roads funded by contributions are in place. Notwithstanding, the proposal has been designed accordingly to take into account the future requirements of each street.	N/A
	2. *Development which includes ground floor or above ground car parking contains active uses on ground floor street frontages.*	The above ground parking is suitably screened by dense planting and landscape setbacks. It is adjacent to building entry and offices fronting Lawson Road.	Yes

	3. *Car parking levels are appropriately screened from the street and/or public domain and integrated into the design of the building.*	Screening strategies implemented include landscape setbacks with screening trees and vegetation as well as the levels of the car parking area ramping down from Lawson Road concealing their appearance from the Lawson Road frontage.	Yes
PO5 *Utilise integrated parking solutions to service multiple development sites.*	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 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	N/A - No basement car parking is proposed in the development. Rather, undercroft parking has been proposed.	N/A
PO6 *Safe and convenient movement of pedestrians and cyclists is prioritised over vehicle movements*	1. *Locate vehicular access points away from active pedestrian areas and public open space on secondary streets or lanes.*	Vehicular access points are located on the street frontage at Lawson Road, which is the only existing street access, aside from a proposed maintenance access point for Sydney Water along Pitt Street.	Yes
	2. *At vehicular access points, seek to minimise voids and areas for concealments to ensure lighting is sufficient to allow facial recognition.*	Vehicular access points have been designed to minimise voids and areas for concealments. Artificial lighting is also intended to ensure appropriate illumination of access points.	Yes

	3. *Separate pedestrian and bicycle access from vehicular circulation areas.*	Separate pedestrian and bicycle access points have been located away from heavy vehicular circulation areas, as aptly as possible for an industrial development typology.	Yes
	4. *For industrial land uses and warehouse and distribution facilities, heavy vehicles be fully separated from staff and visitor parking and entry/exit points and that safe and separated access from staff and visitor parking be provided to office areas.*	Car parking areas and accesses for Warehouse 1 are completely separated from heavy vehicle areas and accesses. Car parking for Warehouses 2 to 5 would be provided adjacent to the respective warehouses. Noting the smaller sizes of these warehouses and smaller sized heavy vehicles accessing these warehouses, this arrangement is considered acceptable. This arrangement is also consistent with what typically occurs for smaller format industrial developments across Sydney. Notwithstanding, car parking for the respective warehouses has generally been provided in areas separated from key heavy vehicle manoeuvring areas.	Yes
	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.	a. Changes to pavement colour and texture is demonstrated in the Landscape documentation. b. Vehicle speeds will be reduced in these areas. c. Noted and understood. d. Separate pedestrian and vehicular access are provided to clearly delineate the two routes, with direct access provided to building entries for pedestrians. e. As above, the pedestrian pathways are direct and lead to building entries.	Yes

	f) Design of pedestrian access routes consider pedestrian comfort and amenity by providing shade, shelter, and rest areas	f. Shade is provided by tree planting within the setbacks and parking areas.	
PO7 *Vehicle access arrangements and queuing areas on a site shall minimise any adverse impact on infrastructure, road networks, safety, adjoining properties, amenity, and street trees*	1. *Locate vehicle access points on the secondary frontage or rear lanes with access and egress points provided in a forward direction.*	Existing vehicular access is provided by Lawson Road, which will be employed as part of the proposed design. A future park edge street / corridor is located at the rear of the site. Access from these secondary streets is not practicable nor feasible noting that these are unlikely to be delivered (if they are delivered) until the wider precinct is delivered and collector roads funded by contributions are in place. Notwithstanding, the proposal has been designed accordingly to take into account the future requirements of each street.	Yes
	2. *Where a site has frontage to a classified road, provide access to an alternate road.*	N/A – not a classified road.	N/A
	3. *Ensure that all vehicles can enter and exit in a forward direction.*	All vehicle accesses have been designed to ensure the relevant design vehicles can enter and exit the site in a forward direction.	Yes
	4. *Accommodate turning movements of the largest design vehicle to access the site, with consideration to servicing and garbage collection requirements.*	With consideration to market conditions and the characteristics of the site with regard to vehicle access, a 26 metre B-double has been adopted as the design vehicle for accessing Warehouse 1, while a 12.5 metre heavy rigid vehicle has been adopted as the design vehicle for accessing Warehouses 2 to 5. These design vehicles would also account for waste collection vehicle access, which is typically completed by vehicles up to 12.5 metre heavy rigid vehicles.	Yes
	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*	Noted and understood.	Yes

	and code, to avoid the need for waste truck drivers to carry keys or access cards/fobs with them.		
PO8 *Car parking spaces and associated infrastructure are designed with the potential to transition to other uses.*	1. *All car parking spaces at grade, or if provided above the ground floor level within a building, shall demonstrate what infrastructure will be incorporated into the carpark areas of the building to allow for the easy transition to habitable land uses in the future. This includes consideration of:* 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	Any car park at grade does not present an opportunity for future habitable land uses as they are located within building setback zones.	N/A
	2. *All at grade or above ground car parking spaces within buildings have a floor to ceiling height of 3.0m to 4.5m (clearance free of mechanical servicing) to allow for adaption to other uses.*	N/A - Refer above.	N/A
PO9 *Parking layout, surfacing and drainage design responds to Water Sensitive Urban Design*	1. *With the exception of heavy vehicle entries, use pervious surfaces for at grade parking and driveway design other than entry for heavy vehicles.*	Pervious surfaces have been proposed in at grade parking areas.	Yes
	2. *Where appropriate, incorporate a permeable surface in car washing spaces. The use of turfed or gravel surfaces is considered acceptable, provided the water is treated to prevent contaminants from entering the stormwater system.*	N/A - No car washing spaces are proposed in the development.	N/A

PO10 *Utilise tandem, stacked, and mechanical parking where appropriate.*	1. *Where development includes a mechanical parking installation, such as car stackers, turntables, car lifts or other automated parking systems, a Parking and Access Report is to be provided.*	N/A - No mechanical parking installations are proposed in the development.	N/A
	2. *Access to mechanical parking installations is to be designed in accordance with AS 2890.*	N/A - As above.	N/A
	3. *Tandem or stack parking will only be permitted where*: a) Each tandem or stacked parking SBA to respond 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	N/A - No tandem or stacking parking is proposed in the development.	N/A
	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 - As above.	N/A
	5. *Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes.*	N/A - As above.	N/A
	6. *The minimum length of a tandem space is 10.8m*	N/A - As above.	N/A

PO11 *Smart technology to be incorporated in large car parks (over 100 spaces) to improve functionality.*	1. *For development (over 100 spaces), provide technology which tracks real-time car movement such as wireless parking bay sensors and dynamic signage to guide drivers.*	The proposal allows for smart technology to be incorporated into the car parking areas in order to improve functionality. Car park areas have been appropriately designed to support various parking arrangements, including EV charging. There is also clear signage to guide wayfinding.	Yes
2.8 Travel Demand			
PO1 *Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes.*	1. *A Travel Plan must be submitted for:* a) Any residential developments containing more than 50 residential units; and b) Any commercial or industrial developments which accommodates more than 50 employees	The proposed development is an industrial use which will accommodate more than 50 employees once operational, and hence will require a Travel Plan. A Green Travel Plan has been prepared by Ason Group.	Yes
PO2 *Where temporary access is required but not currently available, this shall be provided in a way that regards the safety and efficiency of the transport network.*	1. *To enable the development of land where access across adjoining properties is required but not yet provided, the consent authority may consider temporary access to arterial or sub-arterial roads where:* 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 will not compromise road safety.	N/A – temporary access is not proposed.	N/A
	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*	N/A - As above.	N/A

	constructed to TfNSW's standards. Conditions will also be imposed to limit access to the designated road when alternative access becomes available.		
2.9 Service and Loading Design			
PO1 *Provide on-site loading and servicing that meets the demand generated by the development.*	1. *Where a waste collection point is provided within a basement, head height clearances and aisle widths on Level 1 of the basement are to be sufficient for the largest loading vehicle (minimum 5m high) to enter the site, unload and exit the site in only one (1) reverse vehicle movement.*	N/A - No basement waste collection proposed.	N/A
	2. *All servicing, including waste and recycling collection, to be carried out wholly within the site with collection points at convenient locations.*	All material loading will be undertaken wholly within the site, and all construction equipment, materials and waste will similarly be strictly kept within the site	Yes
	3. *Where waste and recycling bin rooms and collection points are located within the basement, a floor to ceiling clearance of 6.5m is required to allow for the overhead mechanical loading of bins within the basement by garbage trucks*	N/A – no basement areas proposed.	N/A
PO2 *Loading and unloading facilities are adaptable to future technologies.*	1. *Loading and unloading facilities are adaptable to technology or other services (e.g., food donation operations, or reverse logistics to return items for reuse or repair).*	The specific technology of the loading facilities is subject to future detailed design and will be fit for purpose.	Yes
PO3	1. *Residential developments containing more than 30 dwellings, but less than 60 must provide at least 1 service delivery space,*	Not applicable, as site does not contain residential developments.	N/A

Service vehicle types are appropriate to the scale and requirements of the proposed development.	*capable of accommodating at least 1 Medium Rigid Vehicle.*		
	2. *Residential developments containing more than 60 dwellings provide at least 1 service delivery space, capable of accommodating at least a:* *a) Medium Rigid Vehicle (MRV); and* *b) Heavy Rigid Vehicle (HRV).*	Not applicable, as site does not contain residential developments.	N/A
	3. *Swept turning paths provided for HRV and single articulated vehicles (20m).*	Swept path assessments have been prepared to illustrate largest heavy vehicle movements to and from the access driveways and on-site service areas. A 26 metre B-double has been adopted as the design vehicle for accessing Warehouse 1, while a 12.5 metre heavy rigid vehicle has been adopted as the design vehicle for accessing Warehouses 2 to 5.	Yes
	4. *MRVs and HRVs are deemed to be the same as that described in Section 2 of AS 2890.2 – Parking facilities – Part 2: Off-street commercial vehicle facilities.*	Noted and understood.	Yes
	5. *Off-street loading and unloading facilities are provided for all commercial and industrial premises* a) Intended use of the premises; b) Frequency of deliveries/collections; c) Size and bulk of goods to be delivered/collected; d) Size of vehicles to be used; and e) Likely impacts on traffic safety and efficiency on adjoining roads.	All material loading will be undertaken wholly within the site, and all construction equipment, materials and waste will similarly be strictly kept within the site	Yes
2.10 Airport Safeguarding			

PO1 *Development does not generate turbulent emissions into the protected airspace*	1. *Any plumes caused by a development do not*: 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.	The proposed warehouse will not generate turbulent emissions or such risks. No flares are incorporated in the development.	*Yes*
PO2 *Development does not impact on aviation or the operation of the Airport regarding light emission and reflective surfaces.*	1. *Development must comply with the provisions of the Civil Aviation Regulations 1988 (Cth) and not cause distraction or confusion to pilots due to its configuration, pattern or intensity or prevent clear reception of aerodrome lights or signals. Significant lighting includes*: *a) Motorway and freeway lighting;* *b) Flare plumes from industrial activities;* *c) Flood lighting from stadiums or outdoor recreation facilities;* *d) Construction lighting.*	The Airport Safeguarding Impact Assessment prepared by Avlaw demonstrates the proposed development will not impact airport operations.	Yes
	2. *Lighting within the primary light control zones – Zones A, B, C and D*: *(i) 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.* i. *OR* *(ii) Be fitted with a screen/shroud that prevents the light emission above the horizontal plane.*	The site is not within the light control zones.	N/A

	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.*	The proposed development has been designed in accordance with these provisions. No coloured or flashing lights to cause distraction are proposed.	Yes
	4. *The appearance, material, reflectivity and aesthetics of the roofscapes consider the flight path and flight zone.*	As mentioned above, the site is not situated within the control zones. Notwithstanding, the architectural design of the roofscape considers the flight path and flight zone as to ensure no visual impacts.	Yes
2.10.2 Noise			
PO1 *Development within the ANEC 20 and above contours (including extensions to existing development) is constructed to achieve indoor design sound levels as per the Indoor Design Sound Levels for Determination of Aircraft Noise Reduction in AS 2021 – Acoustics Noise Intrusion – Building Siting and Construction.*	1. *Residential development is constructed in accordance with Table 3.*	N/A – residential uses are not proposed as part of the proposal.	N/A
	2. *An acoustic report is provided which specifies the construction standards required to achieve the specified indoor design sound levels.*	A Noise and Vibration Impact Assessment has been prepared by SLR, which identifies the necessary construction standards.	Yes
2.10.3 Wildfire Hazards			
PO1	1. *All waste bins are designed and installed with fixed lids.*	A Waste Management Plan has been prepared to detail the measures to be implemented to ensure the adequate management, reuse, recycle and safe disposal of waste generated on site. It also	Yes

Development does not attract wildlife which would create a safety hazard to the operations of the Airport		identifies the appropriate servicing arrangements.	
	2. *Any bulk waste receptacle or communal waste storage area is contained within enclosures that cannot be accessed by birds or flying foxes.*	Noted and complied with.	Yes
	3. *Any stormwater detention within the 3km and 8km wildlife buffer is designed to fully drain within 48 hours after a rainfall event.*	The proposed OSD has been designed to drain within 48 hours.	Yes
	4. *Buildings and structures are designed to minimise the opportunity for roosting areas.*	Noted and complied with.	Yes
PO2 *Landscaping does not attract wildlife that could create a safety hazard to the operations of the Airport.*	1. *Refer to Appendix B for a list of suitable landscape species.*	The Landscape Plan indicates the plant species have been sourced from the Western Sydney Aerotropolis DCP2022 - Appendix B	Yes
	2. *In areas within the 3km wildlife buffer but outside of the Parkland Priority Areas shown in* **Figure 5***, 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.*	A Wildlife Hazard Assessment and Wildlife Management Plan has been prepared. The proposed landscaping has considered the requirements of this control.	Yes

	3. *The ecologist report is to consider building, site, and water body design outcomes and/or landscape maintenance measures that will mitigate bird and flying fox attraction and roosting areas.*	The report has considered the building, site and water body design to ensure bird and flying fox attraction and roosting areas is minimised and mitigation measure implemented per the Biodiversity Assessment.	Yes
2.11 Service and Utilities			
PO1 *Site is serviced with electricity.*	1. *Meet the design requirements as per the Western Sydney Street Design Guidelines Section C5.4 Electricity.*	The proposed services will be designed in accordance with the relevant design requirements.	Yes
	2. *Locate electricity supplies within verge*	Noted and complied with.	Yes
PO2 *Services and utilities (hydrants, NBN boxes etc) are designed and located to integrate with building context and the public realm.*	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.	Infrastructure that is not already existing on-site will be designed and located to adequately integrate with the building design and the public domain. It will not impact the visual amenity of the site.	Yes
	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.*	No new streets are proposed. Notwithstanding, the Park Edge Street has been considered should it be delivered in the future.	N/A
	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.*	As above.	N/A

PO3 *Infrastructure is adequately protected from development.*	1. *Development near a utility service must be in accordance with the relevant service authority's guidelines and requirements and must not adversely affect the function of the service.*	Noted and understood.	Yes
	2. *Where development is proposed on land containing or adjacent to easements, applicants are to consult with the organisation responsible for the maintenance and management of the easement.*	N/A - The proponent is not aware of any existing easements within or adjacent to the site.	N/A
	3. *Development adjacent to any future fuel pipeline is subject to a land use risk safety audit with the relevant buffers provided, subject to the airport authority.*	N/A – The site is not adjacent to any future fuel pipeline.	N/A
	4. *Locate infrastructure taking into account any future road widening to minimise relocation of assets.*	This has been considered in the proposed development.	Yes
PO4 *Shared utility trenches combine multiple utilities within a compact area of the street verge, and futureproof service location within road cross-sections.*	1. *Refer to the provisions within the Western Sydney Engineering Design Manual for details on shared utility trenching.*	Not applicable. No roads proposed.	N/A
	2. *Avoid placement of services within the road carriageway.*	Noted and understood.	Yes
	3. *Ensure sufficient width in the utility corridor.*	Noted and understood.	Yes
	4. *Avoid disruptive works across/ under existing carriageways.*	Noted and understood.	Yes
	5. *Adopt a 'dig once' policy where spare conduits and road crossings are installed in strategic locations to avoid disturbing the road in the future*	Noted and understood.	Yes

PO5 *Infrastructure allows for colocation of compatible similar uses*	1. *Allow for the installation of the following within the utility corridor:* a) Recycled water purple pipes; b) Vacuum waste collection system; c) Hydrogen district cooling/heating systems; and d) Micro-grids for energy sharing	The design of infrastructure allows for the co-location of compatible similar uses. The identified systems will be accommodated for.	Yes
PO6 *Provide fast, reliable, and high-speed fixed and wireless internet connectivity across the Aerotropolis to the standards listed in the Australia and New Zealand Smart Cities Council's Code for Smart Communities*	1. *Demonstrate access to the NBN. Where coverage at time of lot registration is not or will not be above minimum network connectivity speeds, demonstrate how and where allowances for future network augmentation have been made.*	Future plans to connect the site to NBN have been identified. The proposal will ensure appropriate connections are made.	Yes
	2. *Follow the design guidance as per the Western Sydney Street Design Guidelines Section C5.6 Telecommunications and Section C6.3 5G Mobile Telecommunications.*	Noted and considered in the design.	Yes
PO7 *Development is to be serviced by recycled water.*	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 Services Infrastructure Assessment Report details Sydney Water's discussion of a reticulated recycled water network proposed for the South Creek wastewater catchment. The recycled water network is to be supplied by the South Creek Advanced Water Recycling Centre, which is expected to operate from 2026/2027 (currently in the planning phase).	Yes

2.12 Sustainability			
PO1 *Incorporate renewable energy systems to ensure all buildings can achieve a 100% renewable energy supply by 2030.*	1. *All developments demonstrate how 100% renewable energy supply can be achieved by 2030, whether on or off site.*	Net Zero Statement has been prepared for the proposal and confirms it will avoid dependence on fossil fuels and be capable of operating at net zero emissions by 2035. It also details the additional energy efficiency initiatives being adopted such as the procurement of offsets in line with SEPP C4 Net Zero Provision.	Variation justified.
	2. *Where the net zero energy target cannot be accommodated on site, the proponent must provide an offset e.g. with a Power Purchase Agreement.*	The proposal, as outlined in the report, will seek to include substantial energy, water, and material efficiency measures to minimise the proposal's greenhouse gas and carbon emissions, water consumption and material use. It will also procure offsets in line with SEPP C4 Net Zero Provisions.	Yes
2.13 Smart Places			
PO1 *Implement multi-function poles (Smart Poles) where street poles are required that accommodate multiple functions.*	1. Potential services which could be incorporated into multi-function poles include: 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.	Not applicable.	N/A
	2. Meet the following design requirements: a) Placement is a minimum of 600mm from the face of kerb;	Not applicable.	N/A

		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 *Pit and pipe infrastructure support future requirements to service smart city infrastructure.*	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.	Not applicable.	N/A
PO3 *Buildings utilise smart technologies to promote performance, sustainability, resilience, and resource management throughout their operational lives.*	1.	Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption.	The proposed project design will look to incorporate efficient water fixtures, rainwater capture and reuse systems and infrastructure for potential future recycled water connection to reduce the potable water usage of the building.	Yes
	2.	Use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).	This will be addressed at detailed design stage.	Yes
	3.	Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid.	Energy efficiency has been outlined in the ESD report and will be included in the proposal.	Yes
	4.	Demonstrate alignment to relevant NSW policy, including but not limited to the NSW Internet of Things (IoT) policy, NSW Cyber Security Policy and NSW Smart Infrastructure Policy	The employment of smart technology will be addressed at detailed design stage.	Yes

PO4 *Embedding smart technologies enhances experiences in the public domain and creates liveable public open spaces.*	1. Install smart monitoring equipment, including for water quality, ambient temperature, tree canopy cover and soil moisture content, cycle, and car movements. Specific monitoring requirements for each development are provided by the consent authority.	No works are proposed within the public domain.	N/A
	2. The following smart solutions meet Council's system interoperability and data source requirements and are to be installed in key 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	No works proposed within the public domain.	N/A

	i) Wireless connectivity (e.g. Bluetooth) with free access within the community's parks, particularly in proximity to the basketball court/youth spaces.		
2.14 Design for Safe Places			
PO1 *Passive surveillance is maximised*	1. Visibility and surveillance are provided in all areas of development.	Passive surveillance is maximised by ensuring that most building frontages have either occupant or visitor activity occurring on their faces, including car park areas and oriented to street frontage and/or open to the rear of the site facing Badgerys Creek.	Yes
	2. Adjoining buildings overlook public places	As above.	Yes
	3. Building frontages face streets and transport corridors to provide passive surveillance.	As above. The building frontages which include the building entry and offices address the street corridor.	Yes
	4. Use open grill or transparent security (at least 50% visually transparent) shutters to retail frontages (if proposed) (as indicatively shown in *surveillance is maximised* **Figure 6**).	N/A – no retail proposed.	Yes
PO2 *Access and sightlines promote safe movement. Ensure pedestrian and cycleways are designed in accordance with CPTED to ensure a safe and secure environment that encourages activity, vitality and*	1. Building entrances are accessible, clearly visible, legible and allow users to see into or out of the building before entering / exiting.	All building entries and entry lobbies are intended to be designed to be accessible and accommodate visual transparency. They are oriented towards the street frontage and car park areas.	Yes
	2. Pedestrian paths have well defined routes, clear sight lines and do not channel users into dead ends that are poorly lit or to areas with opportunities for concealment (as indicatively shown in **Figure 5**)	Pedestrian paths have been designed to have clear paths and sight lines that do not channel users into dead ends. Artificial lighting is also intended across the site to avoid poorly lit areas.	Yes

visibility, enabling a greater level of security.	3. Minimise corners, poorly lit corridors, laneways with low activity and other kinds of entrapment spots.	No corners or poorly lit corridors are proposed.	Yes
	4. If entrapment spots are unavoidable, they are to be mitigated using measures such as CCTV surveillance.	Noted and understood.	Yes
PO3 *Car parking areas, pathways and other elements of transport network infrastructure are in accordance with Crime Prevention Through Environmental Design (CPTED) principles to enhance public safety by discouraging crime and antisocial behaviour.*	1. Car parking areas and structures are designed in accordance with CPTED principles.	Car parking areas have been designed in accordance with CPTED principles to ensure the safety and amenity of workers and visitors can be achieved.	Yes
	2. Car park areas and structures are well maintained and incorporate CCTV as a deterrent to crime and anti-social behaviour.	As above. CCTV surveillance system will be specified in later design stages of the development if required.	Yes
	3. Ground levels of car park structures are sleeved with active uses to support passive surveillance.	N/A - No car park structures proposed. There is a slither of undercroft parking which will include CCTV and is screened by fencing.	N/A
	4. Ensure passive surveillance to and from the public domain for at grade car parking areas.	Building entrances allow for passive surveillance within the carparks.	Yes
	5. Pedestrian access points to car parks are clearly delineated and located in areas with good visibility from the public realm.	Pedestrian access points to car parks are clearly delineated by means of architectural articulation, lighting, and material treatment. Most access points are glazed for visibility both inwards and outwards.	Yes
	6. Facade systems (shown below) are designed to integrate safety barriers and systems while also incorporating visual transparency to facilitate passive surveillance from and to the public realm	As above.	Yes

PO4 *Safety is ensured via the use of appropriate lighting.*	1. Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.	All accessible areas will be appropriately lit on-sit to account for shift changes noting the 24/7 operations that would be undertaken on the site in the future.	Yes
	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.	Any lighting would be designed in accordance with AS1158.	Yes
	3. Minimise lighting spillage onto surrounding properties by designing in accordance with AS 4282.	Any lighting would be designed in accordance with AS4282 to manage light spill.	Yes
PO5 *Public and private spaces are clearly delineated.*	1. Clearly demonstrate ownership of private and public space in the design of the public realm and built form.	This is clearly delineated through fencing proposed throughout / around the site.	Yes
	2. Use landscaping to delineate between public and private spaces rather than building materials (e.g. solid fences).	This is clearly delineated through fencing proposed throughout / around the site.	Yes
2.16 Waste Management and Circular Economy			
PO1 *Waste management measures are implemented at lot and neighbourhood scale to support circular economy activities.*	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.	A Waste Management Plan has been prepared to identify the type of waste streams and volumes that will be generated by the proposal and how it will be managed during demolition, construction and operations. The purpose of the WMP is to detail the waste minimisation strategies to be carried out during the several stages of the development.	Yes
	2. Co-locate and integrate waste infrastructure on sites with multiple uses by	Waste storage areas and collection points are located at one point for each lot to ensure efficiency for waste collection and management.	Yes

	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	This is not applicable to the proposed industrial land uses. The proposed warehouse will dispose of organise waste in the appropriate bin.	Yes
PO2 *Waste and recycling facilities promote waste separation and reduce contamination. Materials are separated at source to achieve higher value recovery.*	1. Collection points (including but not limited to reverse vending machines and e-waste drop-off) must be located with adequate space for servicing, ease of use and to encourage the separation of waste material. Collection points are documented in the waste management plan and are easily accessible.	Waste collection points have been appropriately sited to ensure sufficient space and manoeuvring for waste collection vehicles.	Yes
	2. Provide separate and enclosed storage for liquid, chemicals, and hazardous waste.	Waste will be appropriately stored to reduce health and safety issues.	Yes
	3. Where general waste chutes are used, provide for the collection of recycling and organic waste at each level within the building.	N/A - Waste chutes are not proposed as part of this development	N/A
	4. Consolidated organic waste drop off points are designed to minimise any potential odour and vermin risks. This includes the	N/A	N/A

	provision of rooms that are temperature controlled and suitably ventilated.		
PO3 *The location of waste management is clearly indicated for each site and neighbourhood.*	1. Provide uniform waste management design and colour coding in accordance with AS 4123 across residential and commercial developments.	N/A – Consent has been sought for industrial and logistics uses not residential and commercial.	N/A
	2. Waste management systems and rooms are located inside buildings to support a heightened amenity and urban design outcome. Waste must not be left outside (excluding during collection) to avoid attracting animals.	Waste areas have been provided on site for each tenancy.	Yes
PO4 *Waste bins are provided to a level commensurate with waste produced for each development as outlined in Council's waste and recycling service*	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.	The waste area design requirements have been assessed to provide appropriately sized bins in the adequate locations. Servicing arrangements have also been investigated to allow for the safe and efficient manoeuvring of waste collection vehicles.	Yes
	2. Align building design and collection points with Council's waste and recycling services and collection fleets.	Not applicable as all commercial waste generated will be collected by private service contractor.	N/A
PO5 *Implement innovative waste management storage systems*	1. Waste storage areas are to: a) Be well-lit and ventilated; b) Include water and drainage facilities for cleaning the bins and bin storage area;	Waste storage areas are well ventilated with drainage and wash down areas to permit regular washing. The waste storage areas have been located to ensure that they can be accessed easily.	Yes

that are safe, healthy, and efficient.	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.	These considerations have been employed in the design of the collection and loading points. The proposal complies with the standards and requirements to ensure safe and accessible waste operations.	Yes
	3. Provide safe and easy access to waste and resource recovery areas for residents, building managers and collection contractors.	The proposal complies with the standards and requirements to ensure safe and accessible waste operations.	Yes
	4. Ensure waste and recycling areas flexibly adapt to other types of waste and materials storage over time.	Noted and complied with.	Yes

	5. Design waste and recycling facilities to prevent litter and contamination of the stormwater drainage system.	Strategies are identified to minimise the dispersion of litter throughout the site.	Yes
PO6 *Waste management storage systems minimise negative impacts on the streetscape, public domain, building presentation or amenity of pedestrians, occupants, and neighbouring sites.*	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; 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.	The location of waste storage and collection areas are wholly within the site and screened from view from the public domain.	Yes
	2. Collection points and systems are designed to minimise noise for occupants and neighbours during operation and collection	Noise impacts have been assessed and managed to ensure no adverse impacts to amenity will be generated.	Yes
PO7 *Recognise waste types, generation rates and separation needs may change during the useful life of a building.*	1. Waste and resource recovery facilities are sited to enable possible future expanded floor area.	Noted and considered in the proposed design.	Yes
	2. Design waste and resource recovery facilities to enable installation of new, potentially larger equipment	Waste facilities and storage areas are designed to permit the need for larger equipment. The provided area is above the requirement calculation.	Yes
2.17 Subdivision Design			
PO1 *To protect biodiversity values and minimise impacts on remnant native vegetation.*	1. Land zoned Environment and Recreation must not be subdivided unless the consent authority is satisfied appropriate arrangements have been made for revegetation and rehabilitation in	N/A, as the site does not include provision for subdivision.	N/A

	accordance with a Vegetation Management Plan, including ongoing monitoring and management.		
PO2 *To respond to the natural topography and physical characteristics of the land and minimise the need to cut and fill*	1. Subdivision design shall balance cut and fill as far as practicable. Development proposals must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.	N/A, as the site does not include provision for subdivision.	N/A
	2. The impact on environmental values of any earthworks proposed are to be mitigated through the construction of physical barries and sediment controls	N/A, as the site does not include provision for subdivision.	N/A
	3. Where a proposal is for subdivision of land only, benching is limited to road layouts and to within 15m of each newly created or proposed lot.	N/A, as the site does not include provision for subdivision.	N/A
2.18 Earthworks and Retaining Walls			
PO1 *To ensure site planning considers the stability of land, its topography, geology and soils.*	1. Site planning is to respond to the natural topography of the site and protect vegetation, particularly where it is important to site stability.	The site in its existing condition generally falls east to west with grades ranging between 1% to 5%. Bulk earthworks will be undertaken across the development footprint to achieve two suitably flat pads for large (Warehouse 1) and small (Warehouses 2-5) format warehousing, allows for compliant vehicular access from Lawson Road and provides the required flood immunity in accordance with the DCP. Bulk earthworks for the development have been designed to generally follow the natural topography. Building pads have been formed in stepped benches from east to west to minimise cut and fill.	Yes

	2. A Geotechnical Report is to be submitted with applications proposing to change site levels.	A Geotechnical Investigation Report has been prepared.	Yes
	3. Excavation and fill shall be adequately retained and drained in accordance with the Western Sydney Engineering Design Guidelines	Proposed excavation and fill has been prepared in accordance with the Western Sydney Engineering Design Guidelines. The cut / fill requirements within the site have been defined through multiple iterations and careful consideration of the following: ▪ Responding to the natural topography of the site. ▪ Achieve two suitably flat pads for the proposed warehouses ▪ Allow for compliant vehicular access from Martin Road ▪ Provide the required flood immunity ▪ Connecting with Country Import of 105,000 m^3 of clean fill material to the site will be required. All filling will be undertaken in a controlled manner to Level 1 standard with required geotechnical engineering supervision. The bulk earthworks design currently requires an import of 10,700m^3 of clean fill material. However, this is expected to be negated by material excavated from pipe trenching, retaining walls, and foundations resulting in a balanced cut-fill for the development.	Yes
PO2 *To ensure that earthworks and retaining wall construction is*	1. Level transitions must be managed between lots and not at the interface to the public domain.	The proposed surface grading of the site follows the existing site topography, falling from the northeast corner to the southwest corner. Retaining walls will be required along the southern, western, and northern boundaries of the	Yes

suitably designed and landscaped to ameliorate its visual presentation to and from the public domain and adjacent properties.		site since existing ground levels vary at the interface with adjoining properties.	
	2. Finished ground levels adjacent to the public domain or public road shall be no greater than 1.0m above the finished road level (or public domain level).	The proposed finished surface levels will be set slightly lower than the existing road corridor. The rear of the ENT zone will employ retaining walls which slope down to the open space and basin locations.	Yes
	3. Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m.	As above, the rear of the site will have retaining walls. The retaining walls have been designed in accordance with these design parameters.	Yes
	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.	Retaining walls fronting the public domain are setback 2.0m from the property boundary. Retaining walls along privately shared boundaries are not setback.	Yes
	5. On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.	The site in its existing condition generally falls east to west with grades ranging between 1% to 5%. Bulk earthworks will be undertaken across the development footprint to achieve two suitably flat pads for large (Warehouse 1) and small (Warehouses 2-5) format warehousing, allows for compliant vehicular access from Lawson Road and provides the required flood immunity in accordance with the DCP.	Yes
	6. Retaining wall design and materials shall complement architectural and landscape design	Retaining walls will use high quality landscape design to complement the site and architectural features.	Yes

PO3 *To encourage reuse of fill material from within the Aerotropolis Precinct.*	1. Imported fill it is to be Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) and validated by a suitably qualified person.	The imported fill will comply with these requirements.	Yes
	2. Where possible, fill material should be sourced from within the Aerotropolis Precinct	The imported fill will comply with these requirements.	Yes
	3. Topsoil should be preserved on site and suitably stockpiled and covered for re-use	The imported fill will comply with these requirements.	Yes
2.19 Public Art			
PO1 *High-quality public art is integrated into the design and function of the development to embellish and enliven the public domain.*	1. *The strategy should respond to cultural values mapping to deliver a suitable artwork for the development demonstrating that the scale of the public art provided is commensurate to the intensity of use at the site or landscape.*	The project design and landscape strategy has been informed by a Cultural Overlay Framework with a particular focus on landscape architecture; wayfinding; and public art installations. Public art is proposed for consideration in multiple areas across the development, and integrated into the Landscape design through building design attributes, landscaping and art installation and wayfinding signage.	Yes
	2. *For such development defined above, a minimum of 1 work of public art is provided within the publicly available and accessible spaces of the development*	Consistent with the Landscape Plans, the rear of the site includes multiple public art pieces for communal gathering.	Yes
	3. *Different types of public art may be incorporated into the following aspects of development:* *a) Murals may form part of the facades of new buildings;* *b) Sculptures may be multipurpose and be integrated into urban furniture (e.g.*	This has been acknowledged and considered throughout the design phase of the project.	Yes

	shade, seating, water/drinking fountains or play/exercise equipment); *c) Light installations may be combined with public lighting to support the needs of pedestrians or active transport after dark; or* *d) Artworks may form part of landscaping as part of wayfinding or interpretive walking trails.*		
PO2 *Public art is provided to capture and reflect the qualities and essence of place, community values and the stories of past and present cultures, places, and people*	1. *Artwork is the result of collaboration with an artist to deliver a coordinated and cohesive development and public art response*	The project design and landscape strategy has been informed by a Cultural Overlay Framework with a particular focus on landscape architecture; wayfinding; and public art installations. Public art is proposed for consideration in multiple areas across the development, and integrated into the Landscape design through building design attributes, landscaping and art installation and wayfinding signage.	Yes
	2. *Public art is created in conjunction with a community consultation process to ensure alignment between public art, cultural/community values, and development.*	Noted. As above.	Yes
	3. *Commissioning and contract processes prioritise artworks which are*: *a) Created by Aboriginal artists and/or created with direct involvement and collaboration with Aboriginal communities; and/or* *b) Initiated by the local community (i.e., Unsolicited requests for public art).*	Noted. As above.	Yes

	4. *Public art themes provide a response to elements particular to a place.*	Noted. As above.	Yes
PO3 *Public art is easy to maintain*	1. *Where art is permanent, use materials that are:* a) *Appropriate to the landscape/environment;* b) *Resistant to vandalism;* c) *Safe for the public; and* d) *Require minimal maintenance.*	Proposed Public Art can comply with these requirements.	Yes
	2. *Where art is temporary, develop clear and concise agreements with artists/organisations on expectations and deaccession (the process used to permanently remove an object, artwork, or assemblage). In this case, replacement art is to be provided, so the site has art in perpetuity.*	N/A – Temporary artwork is not proposed as part of this development.	N/A
3.0 DEVELOPMENT FOR ENTERPRISE AND INDUSTRY, AND AGRIBUSINESS			
3.2 Parking and Travel Management			
PO1 *To facilitate an appropriate number of vehicular spaces having regard to the industrial and agribusiness nature of the locality.*	1. On-site car parking is to be provided in accordance with Table 3.	Onsite parking has been provided in accordance with Table 3 (Car and bicycle parking rates) of the DCP.	Yes
	2. For activities not identified in Table 3, the TfNSW' (formerly RTA) Guide to Traffic Generating Developments (ISBN 0 7305 9080 1) should be referred to as a guide.	Noted and understood.	Yes
PO2	1. Vehicular access and driveways widths must be sweep path tested for the largest vehicle that will access a particular site e.g.	Swept path assessments have been prepared to illustrate largest heavy vehicle movements to and from the access driveways and on-site service	Yes

To promote efficient and safe vehicle circulation, manoeuvring and parking (including service vehicles and bicycles).	30m PBS Level 2 Type B or 36.5m PBS Level 3 Type A vehicles.	areas. Refer to the Traffic Impact Assessment prepared by Ason Group.	
	2. The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.	The development can comply with these requirements.	Yes
	3. Turning circles shall accommodate the largest type of truck reasonably expected to service the site. A standard truck must be able to complete a 3-point or semi-circular turn on-site without interfering with parked vehicles, buildings, landscaping, storage and work areas.	Swept path assessments have been prepared to illustrate largest heavy vehicle movements to and from the access driveways and on-site service areas. Refer to the Traffic Impact Assessment prepared by Ason Group.	Yes
	4. Vehicular ramps less than 20m long must have a maximum grade of 1 in 5 (20%).	Ramp grades comply with this requirement.	Yes
	5. Development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.	All material loading will be undertaken wholly within the Site.	Yes
	6. All loading and unloading areas are to be: a) Integrated into the design of developments; b) Separated from car parking and waste storage and collection areas; c) Located away from the circulation path of other vehicles; and d) Located behind the building alignment of any street boundary and where visible from a public place, be provided with appropriate screening.	All loading and unloading areas (hardstands) have been strategically placed to face the internal, central hardstand which is screened away from the public domain by the proposed landscaped setbacks and the built form. Car parking has been provided in areas separated from heavy vehicle manoeuvring and loading/unloading areas.	Yes
	7. Car park surfaces should use finishes that minimise heat retention e.g. painted in light coloured paint.	Permeable pavers will be used for the vehicle car park surfaces.	Yes

	8. Access, parking, manoeuvring and loading facilities shall be in accordance with Performance Based Standards An introduction for road managers (National Heavy Vehicle Register, May 2019) to accommodate vehicle types outlined in Table 4. The design shall have regard to the Standard Vehicle Turning Templates of the former RMS publication Policies Guidelines and Procedures for Traffic Generating Developments	With consideration to market conditions and the characteristics of the site with regard to vehicle access, a 26 metre B-double has been adopted as the design vehicle for accessing Warehouse 1, while a 12.5 metre heavy rigid vehicle has been adopted as the design vehicle for accessing Warehouses 2 to 5. These design vehicles would also account for waste collection vehicle access, which is typically completed by vehicles up to 12.5 metre heavy rigid vehicles. Swept path assessments have been prepared to illustrate largest heavy vehicle movements to and from the access driveways and on-site service areas. Refer to the Traffic Impact Assessment prepared by Ason Group.	Non-compliant / Minor variation
PO3 *To minimise the impact of vehicle access points on the quality of the public domain and streetscape.*	1. Driveways should be: a) Located considering any services within the road reserve, such as power poles, drainage inlet pits and existing street trees; b) Designed to avoid conflict between heavy vehicle and staff, customer and visitor vehicular and cycle movements, preferably by providing separate access driveways; and c) For driveways with high traffic volumes, located away from major roads, intersections, opposite other intense developments, high pedestrian zones, and where right turn movements would obstruct traffic.	Driveways have been located along the street frontage to provide suitable traffic movement. Separate light and heavy vehicle driveways have been provided for Warehouse 1. A combined light and heavy vehicle driveway is proposed for Warehouses 2 to 5. Noting the smaller sizes of these warehouses and smaller sized heavy vehicles accessing these warehouses, this arrangement is considered acceptable. This arrangement is also consistent with what typically occurs for smaller format industrial developments across Sydney. The potential for conflict between pedestrian and vehicle movement has been minimised through separate accessways and circulation routes.	Yes
PO4	1. The following bicycle destination facilities for staff are to be provided: a) For ancillary office and retail space with a gross floor area over 2,500 sqm,	The bicycle facilities have been designed in accordance with the listed requirements. Showers and lockers are provided within change and amenity areas.	Yes

To support the complementary use and benefit of public and active transport.	at least 1 shower cubicle with ancillary change rooms; b) For industrial activities with a gross floor area over 4,000 sqm, at least 1 shower cubicle with ancillary change rooms; c) Change and shower facilities are to be located close to the bicycle storage areas; and d. Where the building is strata-titled, the facilities are to be available to all occupants d) Where the building is strata-titled, the facilities are to be available to all occupants.		
	2. Bicycle parking, facilities and storage must be in convenient locations, visible, secure, and provide weather protection for the bicycle. Bicycle parking and storage should be near to the entrances and facilities closer to work spaces or other amenities	The bicycle facilities have been designed to be near entrance lobbies that connect to the office and warehouse entrances.	Yes
Car parking rates:	<u>Warehouses or distribution centres –</u> Minimum parking rate - 1 space / 300 sqm Maximum parking rate - 1 space / 100 sqm Ancillary office space – 1 space per 40 sqm of GFA	On-site car parking has been provided in accordance with the listed parking rates.	Yes
Bicycle Parking rate:	3. 1 space per 1,000 sqm of gross floor area of industrial activities (over 2000m2 gross floor area)	On-site parking has been provided in accordance with the listed rates.	Yes
3.3 Built Form			
3.3.1 Building Siting and Design			

PO1 *To encourage building form that responds to the topography of the site and the relative position of the allotment to other allotments and the street. To minimise the impact of buildings upon the surrounding public realm, including areas of environmental significance, landscape value and residential uses.*	1. Building height should respond to the natural landscape and scale of adjoining development, with lower elements towards the street, pedestrian paths, adjoining rural-residential areas, environmental and open space areas, riparian corridors and ridgelines.	The proposed development complies with the building heights set by the Precinct Plan. Accordingly, the buildings will be in scale with the surrounding future development once the precinct and adjoining sites are developed. The local context is characterised as a semi-rural area undergoing significant development due to proximity to Western Sydney Airport. Under the Precinct Plan, the site and surrounds will transform from lower density and less intensive land uses, buildings and structures to higher order employment-focused technology, advanced manufacturing and industry uses. The proposed warehouses are commensurate of the Precinct Plan vision, and will deliver modern warehouses with high quality landscape treatments which will create an aesthetically pleasing design sympathetic to its context.	Yes
3.3.2 Building Setbacks			
PO1 *To provide a consistent streetscape design and landscaped transition to the public realm. To enhance the visual quality of development and the urban landscape. To minimise the impact of overshadowing to adjoining buildings and open space.*	1. Building setbacks are to be in accordance with Table 6. Requirements: - Lawson Road (collector): 12m - Pitt Street (sub-arterial): 20m - Side/rear: 5m to the northern boundary - Adjoining ENZ/Park Edge Street: 10m/7.5m	All buildings have been designed to comply with the setback requirements. Warehouse 1: ▪ Lawson Road setback: 13m ▪ Pitt Street setback: 16.5m (consideration of road widening) ▪ Rear and side boundaries: >5m ▪ ENZ/ Park Edge Street: 10m (varies)	Variation acceptable on-merit – refer to S4.39 Variation Request

		Warehouses 2-5: ▪ Front setback: 13m ▪ Side boundaries: 5-7.5m ▪ ENZ/ Park Edge Street: 7.5m building	
	2. Notwithstanding control (1) above, the following development is permitted within the defined setback for any road (excluding primary arterial roads): a) Landscaping; b) Maintenance/rehabilitation of biodiversity corridors or areas; c) Utility services installation; d) Cross-overs; e) Fire access roads; f) Approved signage; g) Street furniture; or h) Drainage works.	High quality landscape treatments are proposed within the setbacks.	Yes
	3. Side and rear boundary setbacks may incorporate accessways and driveways (not permitted in setbacks to designated roads), where an alternative arrangement cannot be achieved.	The site currently provides access via the street frontage along Lawson Road, which is an arrangement to be maintained as part of the proposed design as there are no secondary street frontages benefitting from access aside from the maintenance access along Pitt Street.	Yes
	4. Setbacks to public roads may also incorporate loading dock manoeuvring areas and associated hardstand and off streetcar parking provided the minimum setbacks in Table 5 are achieved. In addition to the setback requirements in Table 5, setbacks that incorporate an off-street parking area must demonstrate the location of the car parking area: a) Promotes the function and operation of the development;	The setback to Lawson Road includes landscaping as well as the on-site vehicular carparking to facilitate on-site operations.	Yes

	b) Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and c) Does not detract from the streetscape values of the locality		
	5. Additional setbacks may be applicable to avoid construction over easements.	N/A - No additional setback to avoid construction over easements appear to be currently applicable to the site.	N/A
	6. For corner sites, setbacks must ensure clear vehicular sight lines for perpendicular traffic.	The proposed development has ensured the design considers clear vehicular sight lines to support traffic safety noting the proposal comprises a corner lot with Lawson Road/Pitt Street.	Yes
3.3.3 Landscape Setbacks			
PO1 *To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character*	1. Landscaped area is to be provided in accordance with Table 6. Note control (4) and (7) in PO1 of Section 3.6.2 allows different landscape setbacks to those identified in Table 5 for loading dock manoeuvring areas and on-site car parking. Landscape setbacks ▪ Primary arterial and sub-arterial roads – 10m ▪ Collector streets - 6m ▪ Side boundaries – 2.5m ▪ Lots adjoining land zoned Environment and Recreation – 5m landscape setback from	The proposed landscape design has been prepared in accordance with the landscape setback requirements. Warehouse 1 ▪ Lawson Rd: 6m ▪ Pitt St: 10m ▪ Side: 3m ▪ ENZ: 5m (varies) Warehouses 2-5 ▪ Lawson Rd: 6m ▪ Side: 4m/2.5m	Yes

	the edge of the E&R zoned land, unless separated by a road.	▪ ENZ: 6m (to park edge road)	
2.	A Landscape Plan prepared by a Landscape Architect is to be submitted with all development proposals.	A Landscape Plan has been prepared for this application.	Yes
3.	Existing remnant vegetation and paddock trees shall be retained where practical within setback areas and integrated with landscaping plans.	All trees will be retained on site.	Yes
4.	Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.	Large to medium canopy trees are proposed in the front setback with the interface to Lawson Road and Pitt Street.	Yes
5.	Setbacks shall include suitable tree planting along the northern and western elevations of buildings to provide shade and assist with cooling.	The northern and western setbacks of each warehouse will receive adequate shading from tree planting, where shading is not already provided by shading devices.	Yes
6.	Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.	The Landscape Plan provides details of the high quality landscaped setbacks with large canopy trees and varying vegetation planting. This is further enhanced by the tree planting along warehouse boundaries and vehicular areas. In addition, the site is currently surrounded by isolated rural residences and proposed industrial facilities which will surround the site in the future. With the implementation of the identified noise management and mitigation measures provided by the Noise and Vibration Impact Assessment, the project will achieve he project noise trigger levels. The NVIA also demonstrates that the existing residences surrounding the site will progressively transition to commercial arrangement for future industrial developments.	Yes

		Thus, short term and temporary operational noise mitigation and management strategies are proposed.	
	7. Tree planting in the form of island planter beds shall be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat island effect of hard surfaces that are a minimum 1.5m dimension.	The car parking areas comply with the control provided earlier in the DCP which requires 1 per 5 car parking spaces.	Yes
	8. Evergreen shrubs and trees shall screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	The street frontage to Lawson Road employs adequate tree planting and vegetation cover to screen the warehouses and car parking areas. Similarly, the hardstand area along the property perimeter is lined by trees and vegetation to filter views.	Yes
	9. Paving, structures and wall materials should complement the architectural style of buildings.	The Landscape Plan demonstrates the selection of materials for paving, walls and other structures seeks to complement the overall built form.	Yes
3.3.4 Building and Architectural Design			
PO1 *To ensure buildings achieve a high level of sustainability and environmental performance.*	1. Buildings should take advantage of a north or north-easterly aspect to maximise passive solar illumination, heating and natural cross-ventilation for cooling.	The warehouses are oriented to have their longest lengths north facing to take advantage of passive solar illumination. The offices and staff recreational areas are also oriented to the north to take the opportunity for both passive solar illumination & heating, and natural cross-ventilation for cooling.	Yes
	2. Development proposals shall demonstrate Ecological Sustainable Design (ESD) measures have been incorporated into the design, including a consideration of: a) Building and window orientation; b) Window size and glass type;	An ESD Report has been prepared to address the requirements of Ecological Sustainable Design.	Yes

	c) Insulation; d) Natural ventilation and light with generous, all weather openings; e) Utilise extensive roof areas for energy and water collection; f) Air flow, ventilation and building morphology to support cooling; and g) Circular economy in the design, construction and operation of buildings, public domain, infrastructure, and energy, water and waste systems.		
PO2 *To ensure new development contributes to a visually cohesive urban environment and responds to the adjacent scale and character of the area*	1. Buildings shall be oriented so building frontage is parallel with the primary street frontage.	Buildings have been oriented to have their building/office frontages address Lawson Road, and the open space areas to the rear of the site.	Yes
	2. Building design should minimise overshadowing within the site and on adjoining buildings.	The scale and height of the buildings are kept at minimum clearance heights to minimise their bulk and scale as well as their overshadowing within the site and on future adjoining buildings. Shadow diagrams have been prepared to demonstrate no adverse shadowing impacts.	Yes
PO3 *To encourage innovation and a high standard of architectural design, utilising quality materials and finishes*	1. External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection.	The external finishes proposed have a mix of materials and colours including but not limited to metal sheeting, colorbond steel, and metal cladding. Feature finishes and colours such as window shading fins reference complementary colours. The materials will ensure a low reflectivity to minimise reflection and glare.	Yes
	2. Elevations visible from the public domain must be finished with materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.	The proposed design considers premium finishes and textures which complement the streetscape and surrounding public domain. Visual interest is provided at the eastern and western façade through the façade articulation.	Yes

	3. Large expanses of wall or building mass should be relieved using articulation, variation in construction materials, fenestration or alternative architectural enhancements.	The proposed design considers the usage of various architectural features, details, materials and composition of volumes to allow for variation in the building façade noting the building typology and functional requirements do not allow for significant variation.	Yes
	4. Entrances to buildings must be highlighted by architectural features consistent with the overall design of the building.	Entries to buildings are highlighted by architectural features such as materiality and colours, façade articulation, addition of glazed sections, and other features that make them visually discernible but also consistent with the overall design of the building.	Yes
	5. The design and location of roof elements and plant and mechanical equipment, including exhausts, is to minimise visual impact from the street or from elevated locations, such as screening with an integrated built element such as parapets.	The proposed development has been designed with consideration of this. Plant zones and mechanical equipment are appropriately screened from public view.	Yes
	6. The design of the main office and administration components shall: a) Be located at the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition; b) Have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage; and c) Incorporate the principles of Universal Design	The design of the main offices of the buildings are integrated into the warehouse volumes and are strategically located in areas that face Lawson Road and open space areas, which allow for passive solar design and ventilation opportunities and connect vertically to carparks and entry lobbies.	Yes
	7. Roof forms should help to visually articulate the use within the building. This	Roof forms have been designed to be integrated with the warehouse building mass, but be visually discernible through material articulation and volume breakup. The office component steps	Yes

	may include transitions between foyer, office and larger warehouse uses.	down in height from the warehouse building to highlight the transition in uses.	
	8. Roof design must provide natural illumination to the interior of the building	Warehouse roofs incorporate translucent sheeting sections to allow for natural daylight into the spaces.	Yes
3.3.5 Communal Outdoor Areas			
PO1 *To contribute to amenity for employees.*	1. Each building shall be provided with at least 1 communal outdoor area for the use and enjoyment of employees and visitors to that development. The space shall be commensurate with the scale of the development and be accessible from the main office.	Each office has been designed with an outdoor area for staff at ground level.	Yes
	2. In locating communal areas, consideration should be given to the outlook, natural features of the site, and neighbouring buildings.	Communal areas have been located in areas that allow opportunity for good solar access and integration with surrounding landscaping features. They are adjacent to the office spaces as to be separated from warehouse operations, including a wider open space asset that will serve the purposes of the wider estate.	Yes
	3. Communal areas shall be embellished with appropriate soft landscaping, shade, paving, tables, chairs, bins, and access to drinking water commensurate with the scale of the development, activities, and anticipated number of workers.	The open space areas have been designed and located to provide quality outdoor spaces and destinations for workers and visitors. It provides a shaded seating area, with additional seating within a landscaped amenity area. The Landscape Plans demonstrate seating, gardens and planting, shading and other amenities will be provided within outdoor amenity areas to ensure they are attractive, safe and accessible.	Yes
	4. Communal areas shall be relatively flat and not contain impediments which divide	All communal areas are intended to be flat with landscaping to delineate the communal spaces.	Yes

	the area or create physical barriers which may impede use.		
	5. Communal areas must receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21 June.	The communal areas will receive a minimum of 2 hours direct sunlight between 11am and 3pm on 21st of June, as demonstrated in the shadow diagrams within the Architectural set.	Yes
	6. Outdoor communal areas shall immediately adjoin a staffroom/lunchroom with kitchen facilities. Where this is not possible, the outdoor communal area is to be provided with a suitably designed weatherproof outdoor kitchen for the use of staff.	All outdoor communal areas adjoin a staffroom/lunchroom with kitchen facilities.	Yes
3.4 Signage			
PO1 *To permit the adequate display of information concerning the identification of premises, the name of the occupier, and the activity conducted on the land.*	1. Free standing pylon signage must not exceed 10m in height from finished ground level and 2m width. No signage is permitted in the bottom 2m of the structure.	A pylon sign is proposed which will comply with the relevant provisions.	Yes
	2. Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.	Building identification signage has not been proposed and will be delivered by tenants upon securing leases for each respective tenancy under separate development consent.	N/A
	3. Sky signs and roof signs that project vertically above the roof of a building are not permitted.	No sky signs or roof signs are proposed for the development.	Yes
	4. In the case of multiple occupancy of a building or site: a) Each development should have at least one single directory board listing each occupant of the building or site;	Building identification signage has not been proposed and will be delivered by tenants upon securing leases for each respective tenancy under separate development consent.	N/A

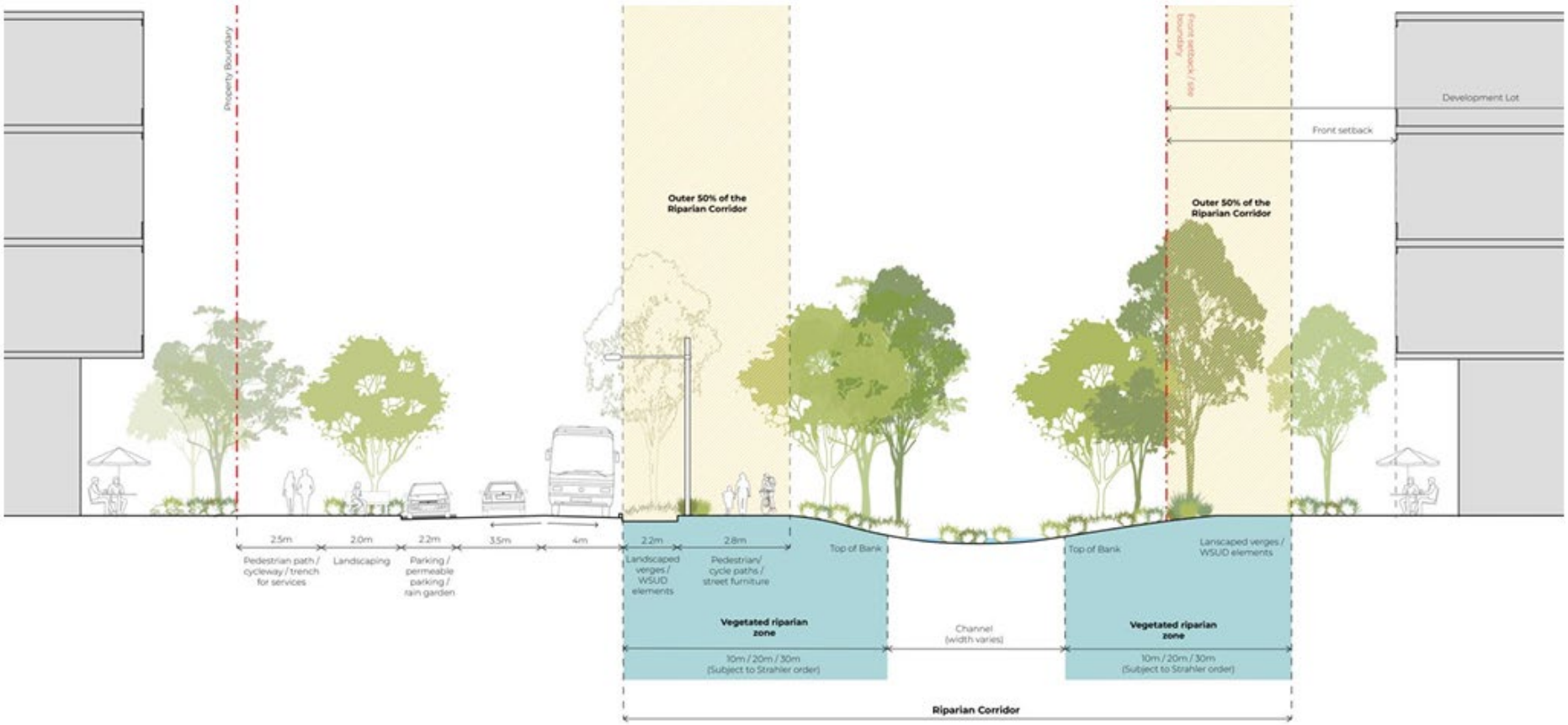
	b) Only one sign is to be placed on the face of each premises either located on or over the door; and c) Multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification.		
PO2 *To minimise the visual impact of signage. To prevent distraction to motorists and minimise the potential for traffic conflicts.*	1. Flat mounted wall signs for business identification signage are to be no higher than 15 metres above finished ground level.	Building identification signage has not been proposed and will be delivered by tenants upon securing leases for each respective tenancy under separate development consent.	N/A
	2. Signs should be confined to the ground level of the building, awning or fascia, unless it can be demonstrated that the building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.	As above. Not applicable.	N/A
	3. Signs are to be contained fully within the confines of the wall or awning to which they are mounted.	As above. Not applicable.	N/A
	4. Illuminated signs are not to detract from the architecture of the building during daylight.	As above. Not applicable.	N/A
	5. Illumination (including cabling) of signs is to be either: a) Concealed; b) Integral with the sign; c) Provided by means of carefully designed and located remote or spot lighting.	As above. Not applicable.	N/A
	6. A curfew may be imposed on the operation of illuminated signs where continuous	As above. Not applicable.	N/A

	illumination may adversely impact the amenity of residential buildings or the environment.		
	7. Up-lighting of signs is prohibited. External lighting of signs is to be downward pointing and focused directly on the sign and is to minimise the escape of light beyond the sign.	As above. Not applicable.	N/A
	8. A maximum of one illuminated sign is permitted on each elevation of each building.	As above. Not applicable.	N/A
	9. Illuminated signage shall be oriented away from residential receivers	As above. Not applicable.	N/A
3.5 Lighting			
PO1 *To provide adequate external security lighting for employment activities, whilst minimising adverse impacts on adjoining premises and surrounding rural-residential areas.*	1. Lighting details shall be provided as part of development proposals.	An indicative lighting layout has been provided as part of the development which describes the various lighting types to be utilized and their locations.	Yes
	2. Lighting is to be designed or directed to not cause light spill onto adjoining sites, sensitive receivers or impact Airport operations.	This has been considered as part of the lighting design. No impacts on amenity will result from the proposed lighting design.	Yes
PO2 *To encourage energy efficient lighting.*	1. Adequate lighting shall be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources and the use of sensor lighting, both internally and externally, is encouraged.	This has been considered as part of the lighting design.	Yes
3.6 Fencing			

PO1 *To ensure that the design and location of fencing is integrated within the development and is suitable for its purpose and setting.*	1. Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.	Fences proposed in the development are all an "open style", comprising of palisade fencing.	Yes
	2. Palisade fencing is encouraged.	Palisade fences are proposed.	Yes
	3. Solid fences above 1 metre in height are not permitted along street frontages.	No solid fences are proposed in the development.	Yes
PO2 *To ensure that the security needs of the development are satisfied in a manner which complements the surrounding landscape design and streetscape quality.*	1. No fencing other than a low ornamental type may be erected at the front or secondary street site boundary.	Palisade fencing is proposed at the front streetscape boundary.	Yes
	2. High security fencing should be located either behind the landscape setback or alternatively within the landscaped area midway between the site front or secondary boundary and the building line. The design of the landscape setback should consider site security management.	Security fences of 2.1m height are proposed within landscape strips where they face Lawson Road.	Yes
3.7 Noise and Amenity			
PO1 *To ensure noise and vibration do not adversely impact human health and amenity. To ensure building design adequately protects workers and surrounding receivers from noise and vibration.*	1. Any machinery or activity considered to produce noise emissions from a premise shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act 1997.	The NVIA has assessed the proposed development and future operations for potential noise emissions. Appropriate management and mitigation measures are proposed to ensure compliance with the identified Act.	Yes
	2. Noise should be assessed in accordance with Noise Policy for Industry (EPA, 2017) and NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).	The NVIA has been prepared in accordance with the NPfI (2017) and NSW RNP (2011).	Yes

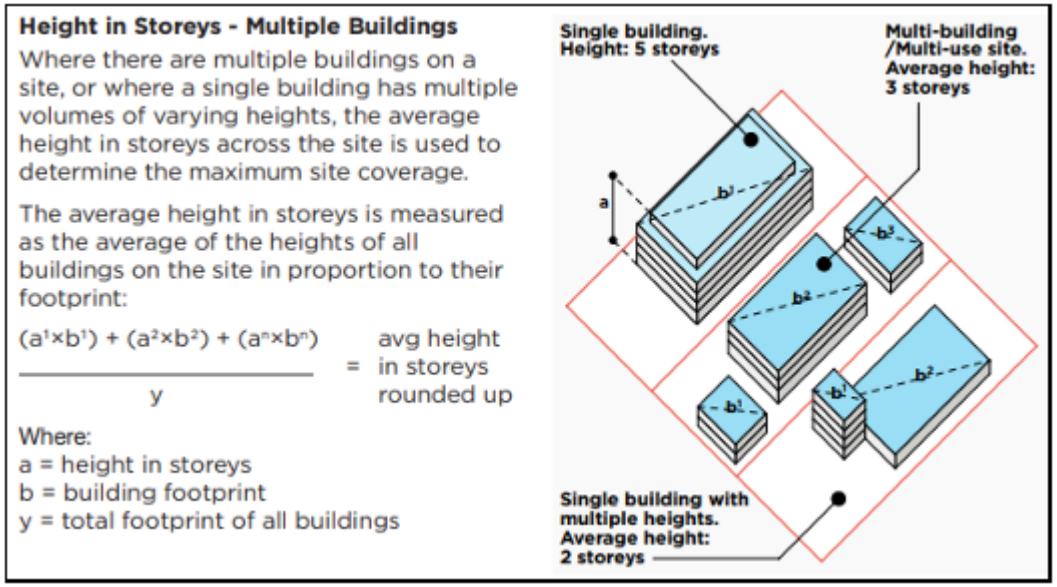
	3. An Acoustic Report by a qualified acoustical engineer must be submitted where proposed development, including traffic generated by that development, will create noise and/or vibration impacts, either during construction or operation, that impacts on adjoining developments or nearby rural-residential areas. The Acoustic Report should outline the proposed noise amelioration strategies and management methods.	An NVIA has been prepared by a suitably qualified acoustic consultant, to assess the potential noise impacts from construction and operation of the development. It also identifies relevant mitigation measures following their assessment.	Yes
	4. Acoustic Reports for individual developments must assess cumulative noise impacts, including likely future noise emissions from the development and operation of the Precinct. The consultant should liaise with the relevant consent authority to determine acceptable amenity goals for individual industrial developments and background noise levels.	The NVIA recommends mitigation and management measures to be implemented to minimise cumulative impacts. They are identified within the NVIA Report.	Yes
	5. The use of mechanical plant and equipment may be restricted in areas close to sensitive receivers, such as adjoining rural-residential development and educational establishments.	The NVIA demonstrates compliance to achieve the project noise trigger levels at the existing rural residences in close proximity to the site.	Yes
	6. Building design is to incorporate noise amelioration features. Roof elements are to control potential breakout noise, having regard to surrounding topography.	The NVIA recommends mitigation and management measures to be implemented to minimise cumulative impacts. They are identified within the NVIA Report.	Yes
	7. Boundary fences are to incorporate noise amelioration features and control breakout noise having regard to developments adjoining rural-residential areas.	Boundary fencing is integrated into the landscape design to act as a noise buffer.	Yes

FIGURES



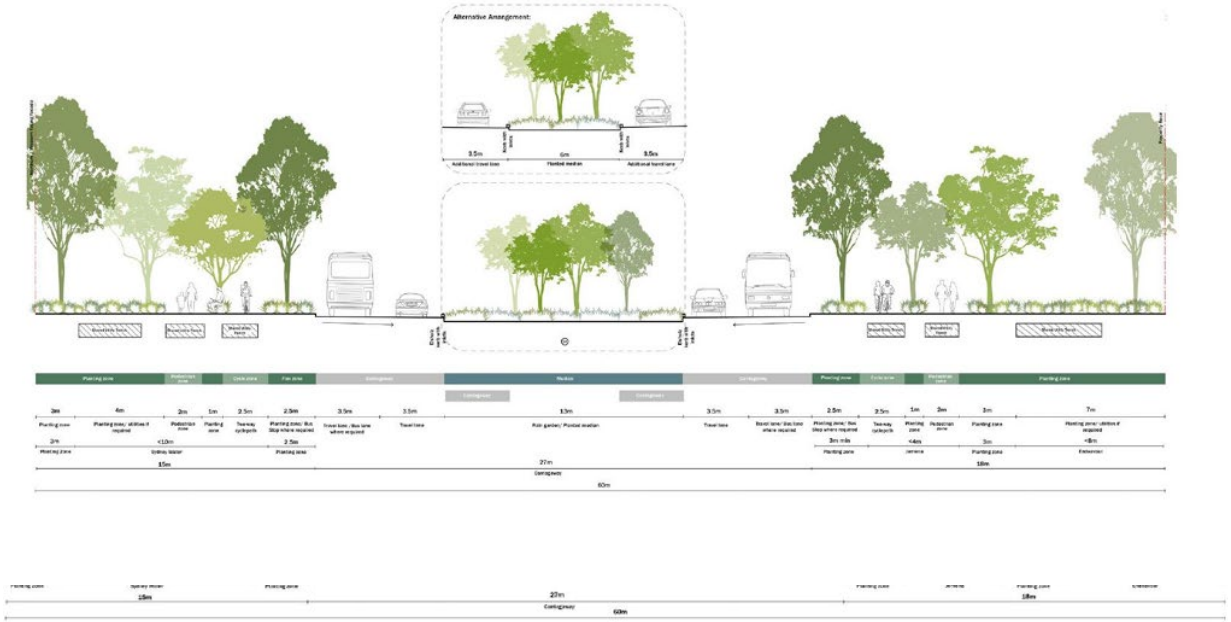
Source: Aerotropolis Phase 2 DCP – Amendment 1

Figure 2 *Calculating the average height in storeys on a site*



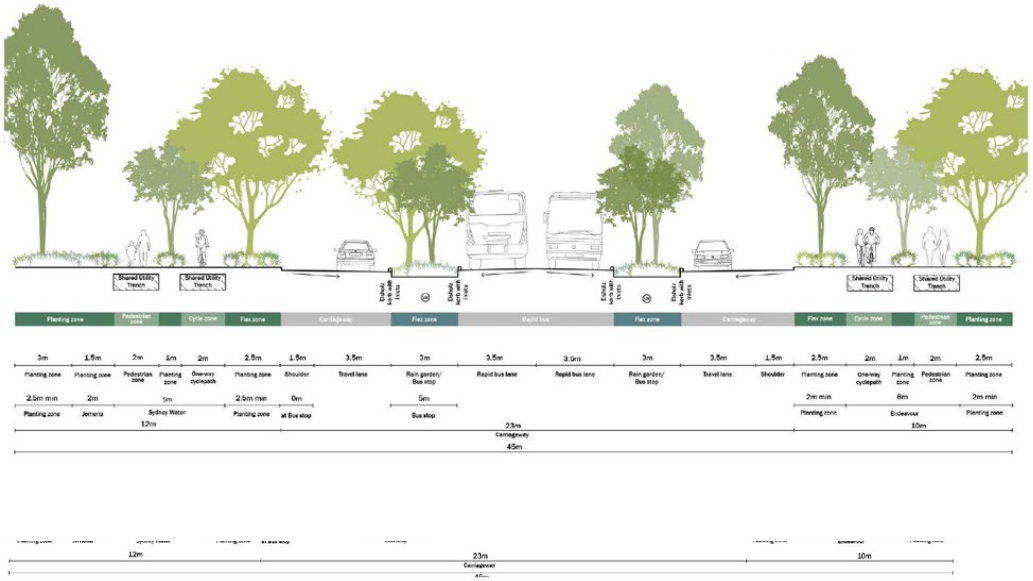
Source: *Aerotropolis Phase 2 DCP – Amendment 1*

Figure 3 *Primary Arterial Road – Typical arrangement*



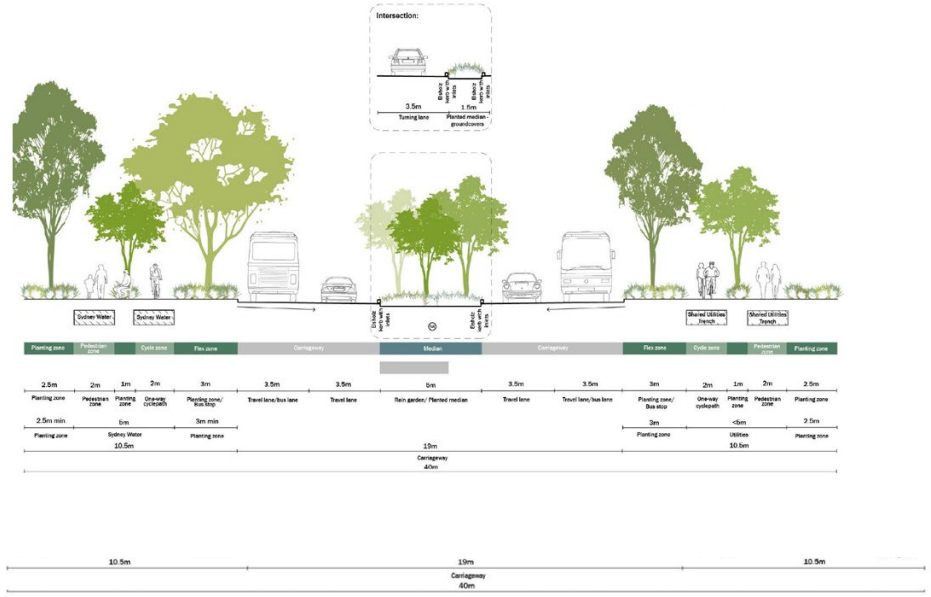
Source: *Aerotropolis Phase 2 DCP – Amendment 1*

Figure 4 *Primary Arterial Road (Rapid Bus) – Typical arrangement*



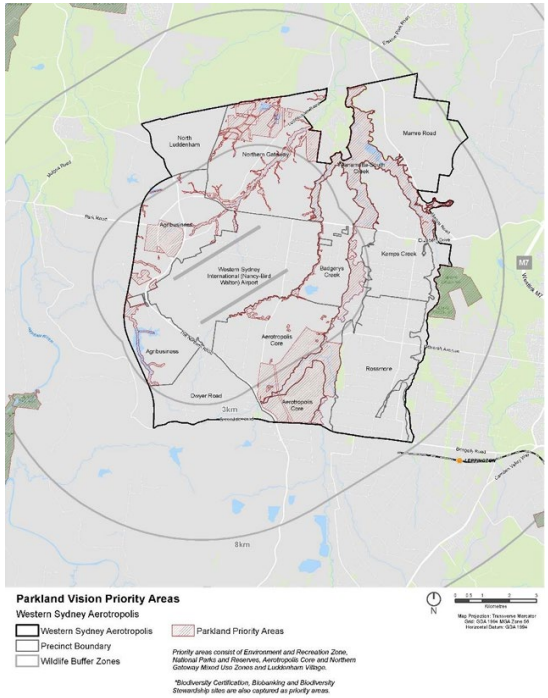
Source: *Aerotropolis Phase 2 DCP – Amendment 1*

Figure 5 *Sub-Arterial Road – Typical arrangement*



Source: *Aerotropolis Phase 2 DCP – Amendment 1*

Figure 6 *Western Parkland City Vision – Government Commitment Areas map*



Source: *Aerotropolis Phase 2 DCP – Amendment 1*